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THE CAR NEWS WEEKLY

DRIVEN Early verdict
as sporty hatch goes
front-wheel drive

NEW BMW 1 SERIES



EXCLUSIVE
IMAGE

FAMILY SUV SHOOTOUT
New Renault Kadjar
vs Peugeot 3008 & Skoda Karoq



**PLUS
HYBRID
VS DIESEL**
Lexus RC coupé
meets Audi A5

PLUS Volvo's hi-tech
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NEW Cayenne Coupé

Porsche's storming new SUV to rival X6



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We drive new Kia Soul EV

THE Kia Soul never really took off in the UK, but the supermini-SUV wasn't short of variety, with its spread of petrol, diesel and electric powertrains.

The new version, however, will be EV-only – and with the battery from the excellent e-Niro, it's sure to offer bags more appeal than before.

This week we're in Korea for a first drive in the quirky all-electric newcomer. Head over to www.autoexpress.co.uk to read our verdict.

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Safety-focused Volvo is now the 'thinking' car brand



AE VOLVO has long been known as a brand focused on road safety. But 60 years after the company invented the three-point safety belt – and then opened up the patent to help every car occupant – the Swedes are embarking on an even more ambitious push as they strive towards their goal of zero fatalities in Volvo cars by 2020.

It is hard to imagine how any other brand could have made the sort of announcements that Volvo boss Håkan Samuelsson (above) spelt out at the company's press conference last week. You can read more detail on the proposals on Page 16, but could you envisage Mercedes, Audi or BMW slapping a 112mph speed limit on every car they produce, for example? Or using geofencing technology to cut that maximum further around areas with more vulnerable pedestrians, such as schools?

Volvo's move is as clever as it is well intentioned. The company is forging a position as the 'thinking' alternative to the established German brands, and a curveball on safety – not least, the opening up of 60 years' worth of research on the subject – is every bit as useful in that respect as the bold jump towards electrification.

In wider terms, though, the ideas do look bold enough to kick-start a general conversation, within the car industry, on how much responsibility lies with the driver/owner and how much with the firm that supplied the vehicle. How many of us, as car buyers, have had any training on how to cope with a vehicle at 112mph, let alone 20mph beyond that point?

Much of the noise about safety during the past couple of years has been focused on autonomous cars that do all of the driving for us. But Volvo's initiative may end up showing the rest of the industry – and the customers who support it – that there are more attainable, affordable and practical ways of making everyone's journeys just that little bit safer.



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FIRST DRIVE

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Sean Carson

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AE THE next 1 Series will be front-wheel drive and BMW says we should get over it. This isn't the first car from the brand to adopt this layout; the 2 Series Active and Gran Tourer MPVs already use it. But they're marginal cars when it comes to sales. The 1 Series is a big-selling mainstream model, so this all-new version marks a massive step in BMW's history. Now Auto Express has joined engineers to get behind the wheel of some early prototypes.

The new front-wheel-drive architecture – called FAAR – brings many benefits, not least when it comes to packaging, weight and therefore efficiency. Spec for spec the new front-drive car is up to 20kg lighter than its predecessor, while boot space has risen from 360 litres to 380 litres. That means it still isn't the largest load bay in the class, but it's a useful step forward.

This third-generation 1 Series is roomier in the rear, and legroom in particular has been much improved. BMW's Head of Project for the 1 Series, Holger Stauch, claims there's a 20mm increase in knee clearance to the seat in front and 20mm more headroom. It feels it – and all this despite only a 10mm increase in the car's overall length and a 5mm growth in height.

Our prototype test vehicles were heavily camouflaged outside and in, so we didn't get much of an impression of the design of this now roomier interior. However, the driving dynamics are close to final sign-off, and BMW engineers are only looking to make final tweaks to the set-up (plus our exclusive image (above) previews the exterior styling).

It's no surprise that petrol engines are expected to be the most popular (diesels are predicted to account for around a third



**EXCLUSIVE
IMAGE**

Avanvati

of sales), with the 118i the big seller. The 118i still uses BMW's 1.5-litre three-cylinder turbo petrol engine, but it's been updated so that it produces 138bhp. It's also now mated to a seven-speed dual-clutch auto box.

The move to front-wheel drive has undoubtedly robbed the 1 Series of some of its defining character, but dynamically it's almost exactly what you'd expect from BMW's interpretation of a front-drive hatch.

That means it's responsive, offers good body control, has more than enough grip and delivers decent performance. It's all thanks to wider tracks and a more rigid body shell with extra stiffening – including what BMW calls a 'boomerang' strut on the underside of the car at the rear – that improve steering response, suspension control and, therefore, ride quality.

The 118i pulls strongly and smoothly from low down. Our late prototype's DCT gearbox still felt a bit clunky and hesitant to kick down at lower revs, plus a little bit agricultural in conjunction with the stop/start system, but once up to speed it was smooth and swift enough on upshifts.

BMW hasn't revealed performance figures for the car yet, but with 138bhp it's adequate, rather than stunning. However, it has less weight and slightly more power than the outgoing version, so it should improve on its 8.7-second 0-62mph time.

The sensible model that adds a bit more grunt from launch is the 120d. It's more refined than ever and delivers a relatively

On the road in

FIRST DRIVE We give our verdict on prototype versions

NEED TO KNOW

There's no three-door model any more; all-new 1 Series comes as a five-door only to capitalise on the new platform and boost practicality even further





Essentials

BMW 118i

Price: £26,000 (est)

Engine: 1.5-litre 3cyl turbo petrol

Power: 138bhp

Transmission: Seven-speed dual-clutch auto, front-wheel drive

0-62mph: 8.5 seconds (est)

Top speed: 130mph (est)

Economy: 45mpg (est)

CO₂: 139g/km (est)

ONSALE Late 2019

n new front-drive 1 Series

of BMW's revolutionary new Audi A3 and VW Golf rival, on sale towards the end of 2019

"1 Series has lost some defining character, but it's what you would expect of a front-drive BMW hatch"



BMW 118i

Entry-level 1 Series from launch uses retuned 1.5-litre three-cylinder turbo you'll also find in the MINI. It will be the most popular version of the new hatchback as buyers continue to shun diesel-engined models



BMW 120d xDrive

Familiar 2.0-litre four-cylinder diesel engine returns and can be paired with BMW's optional xDrive four-wheel-drive system. It develops 190bhp and is mated to an eight-speed dual-clutch transmission



BMW M135i xDrive

Performance flagship for the range has undergone a drastic change. Not only has it ditched its six-cylinder engine for a four-cylinder unit, but a four-wheel-drive transmission has also been adopted for the first time

“Third-generation 1 Series is roomier in the rear, and legroom in particular has been much improved”

HOLGER STAUCH Head of Project for 1 Series (left)



linear swell of torque that, in a family hatch like this, means it's surprisingly quick.

The 118i we tried was equipped with a standard chassis. Softer in set-up than the optional Sport chassis on our 120d test car, it rode well and only started to fidget over bumpy roads as the speed increased.

It was also more compliant than the 120d we tried on the Sport springs and dampers. This rolled less, but thanks to its variable-ratio steering, it felt more alert, without any sacrifice in comfort. There's loads of grip and a greater sense of connection with the car than you'd get from, say, a VW Golf.

For that, thank the extra body stiffness, which also allows the car to ride well. The more rigid shell means the suspension is less corrupted by feedback from the road surface, and this creates a more stable platform to soak up imperfections.

It's even surprisingly adjustable, due to a new stability control system. BMW has integrated part of the traction control into the engine ECU, which means that the system works up to 10 times faster than

before. The trick here is that BMW's Performance Control set-up separates the car's longitudinal (front to back) and lateral (side-to-side) motion so that understeer is controlled when cornering, but there's enough slip allowed to coax the tail round gently and tuck the nose into a corner.

In the system's halfway mode it'll actively promote this, which in turn promotes fun. It obviously doesn't have its predecessor's rear-wheel-drive balance and is distinctly different, but most 1 Series buyers won't worry which end the power is sent to.

If more performance is what you crave, then the flagship M135i xDrive will be the model of choice. Now only available with BMW's xDrive four-wheel-drive system,

“Understeer is controlled in corners, but there's enough slip allowed to coax the tail round and tuck the nose in”

the hot hatch can send as much as 50 per cent of the power to the rear axle.

It has 302bhp and 450Nm of torque from its 2.0-litre four-cylinder petrol turbo. This gives strong performance low down and not much lag, and revs out with a decent level of aggression, too. However, it's not that characterful, and BMW has enhanced the engine note with a contrived sound. It's a shame the old six-cylinder engine has gone.

But there's a good level of grip and the balance is benign, so you can jump in and drive it to its limit very quickly. Even when you approach or exceed that limit the car feels friendly, but not all that thrilling.

That's because it pushes into understeer, whereas its rear-driven ancestor wanted to indulge you in small slides. However, you can cure this a little by cutting your corner-entry speed and relying on the torque-sensing limited-slip differential on the front axle to tighten your line and maximise traction. There's no doubt this will be a devastatingly effective device in which to tackle slick and greasy British B-roads.



Auto Express Verdict

YOU'LL have your own opinions on whether the 1 Series' move from rear to front-wheel drive is a good thing, but it's here to stay – and BMW has made a great attempt at instilling its traditional sharp dynamics at the forefront of the driving experience. That's through not one innovation, but the more harmonious interaction of many different parts and systems. Little improvements add up to a lot, including a more refined and comfy ride, more space, better economy and a package that promises to be one of the most dynamic and fun in its class.

EQUIPMENT Full details of the specs and pricing will be announced closer to the car's arrival in showrooms but SE, Sport and M Sport trims will be offered. Sat-nav, alloy wheels and LED headlights should come on every model

PRACTICALITY Boot space rises to 380 litres, which is on par with current VW Golf. There's also more head and legroom inside, despite only a small increase in the car's overall size



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● **EXCLUSIVE IMAGES**

THINKING BIGGER

Renault's electric family car, previewed in our exclusive images, will be larger than the ZOE to take on Nissan's Leaf. Its design is expected to be inspired by the Symbioz concept, first seen in 2017



Renault's family EV set to



Richard Ingram

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AE RENAULT is gearing up to add two new electric vehicles to its range, sandwiching its ZOE EV between a smaller city car and a larger family-sized model to take on the Nissan Leaf. The EV expansion will help the Renault-Nissan-Mitsubishi Alliance sell two million cars per year by 2025.

Renault has previously announced plans to launch eight new EVs by 2022; currently it has four in its line-up. Speaking exclusively to Auto Express, the firm's global electric vehicle programme director, Eric Feunteun, said: "We will continue in the B-segment; that is our strongest segment and it is the heart of the European market. Then we clearly go down and then we will go up into the C-segment, so we will increase our coverage. The idea is to bring the car with the right timing."

Feunteun is conscious that launching an electric family-sized hatchback as it stands would make the model too expensive for a brand like Renault. He added: "If I do it with the cost of the battery today, then I will be

- **Hatchback expected in 2022 with looks inspired by Symbioz concept**
- **City car due to join family model and ZOE in firm's expanded EV range**

at the price of my luxury competitors. If you want to go to C, D, E-segment – we can see what Tesla is doing, and Jaguar – you need to go with very big batteries.

"But that means very expensive cars. I'm a strong believer that the DNA of Renault is to bring affordable technology; the ZOE is the most affordable electric car on the market and price is the number one deciding factor.

"My answer is very clear," he added. "Yes, we will go to the C-segment, and yes, we will go with a bigger battery – that is for sure. But we need to find the right timing to be sure we have a competitive offer."

As a result, Renault's Leaf rival isn't expected to land until around 2022, when the cost of battery technology should be more in line with the level of pricing the firm is aiming to achieve with the EV. The model, previewed by our exclusive images, is likely to be based around the Renault Symbioz concept, which announced the French

manufacturer's vision of electric and autonomous vehicle technology.

While the as-yet-unnamed family car is likely to feature a more modest design over the concept, it is expected to inherit some of the show model's more striking touches – such as the exaggerated daytime running lights at the front and rear.

The production car will sit on an all-new dedicated EV platform, which will also be available to the Alliance partners, designed to give the sort of passenger space from the segment above. The larger battery size means it's likely the forthcoming electric family car will feature a slightly raised ride

height, a theme that will become common with electric vehicles. It should offer a real-world range of more than 250 miles.

This idea of improved cabin space was touched upon with the Symbioz, and is something that will become a staple feature in future electric models; the EV platform's packaging should allow it to offer more room inside for a car with relatively compact external dimensions.

Speaking about the Alliance's new electric architecture, Feunteun said: "If you look at a dedicated EV platform, it will bring a lot of value that hybrid platforms can't. On the EV platforms, you will be able to have one segment difference from the inside to the outside of the car. That's fantastic value."

PAGE 56: Latest on our Nissan Leaf



"I'm a strong believer that the DNA of Renault is to bring affordable technology. Price is the number one deciding factor"

ERIC FEUNTEUN Renault's global electric vehicle programme director



Ava/vari

Quiet firm claims to have captured a quarter of European EV market

LINE-UP Renault's current electric range covers (from left) the Twizy, ZOE, Kangoo Z.E. and Master Z.E.



NO manufacturer sells more electric vehicles in Europe than Renault. The French firm claims that almost 25 per cent of the EVs sold on the continent have a Renault badge on the nose.

The size of this market share may be a surprise, given how little noise Renault makes about its EVs. Currently the market is dominated by the fanfare being made by the VW Group, despite none of its new generation of MEB EVs being on sale, while the constant hubbub around Tesla is one that is never likely to recede.

In contrast, Renault's current real-world EV line-up is rather left in the shade. Its Z.E. (zero-emissions) range comprises the ZOE and Twizy in its passenger car stable, plus the Kangoo Z.E. and Master Z.E. in the more profitable, increasingly popular commercial vehicle line-up. The Fluence Z.E. had a short life but demonstrated the firm's focus on bringing affordable EVs to the market. The new Nissan Leaf rival can't come soon enough.

"Next to Tesla and the VW Group, Renault's EV range is rather left in the shade"

Battery leasing looks set to stay

RENAULT launched the ZOE electric supermini with a battery leasing programme. Instead of buying the cells outright, customers could pay monthly to reduce their costs.

It looks like this will form part of the firm's future, too, as a Renault spokesman told us: "It's still a great way to guarantee the worthiness of the batteries in our cars. It takes away the concern of battery life."

"We've been happy so far, and it benefits customers," he added.

Whether the current cell rental system will form part of the buying process for the forthcoming Symbioz-inspired production car remains to be seen, however.

But if the battery leasing set-up has been such a success, as the brand has suggested, it seems logical that the programme will be rolled out across Renault's entire electric car and van range over the coming years.

take on Leaf



SPACE RACE

New EV platform will allow more room for passengers and their luggage. Distinctive lights are set to be carried over from Symbioz concept

Sleek new Cayenne Coupé

● **Porsche coupé-SUV due in May**
● **Extra kit over standard model**



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AE THIS is the Porsche Cayenne Coupé, a completely new model from the German brand that has been developed to muscle in on the market occupied by the BMW X6 and Mercedes GLE Coupé.

It arrives in UK dealers this May, priced from £62,129. That's £6,000 more than a standard Cayenne, but Porsche says the premium is justified by extra equipment.

The Cayenne Coupé's design adheres to the coupé-SUV rulebook. At the front, it's almost identical to the standard car, but from the A-pillar back the roofline is completely new, while the rear window tapers more sharply towards the bumper. Other differences include a fixed roof-mounted wing, an adaptive spoiler on the tailgate and flared wheelarches.

"When the first Cayenne was launched," Porsche's head of design, Michael Mauer, told Auto Express, "there was a big question: should a company like Porsche make an SUV? But I think that, after the first-generation car, it was very obvious we can do it in a typical Porsche way."

"What I like with the coupé is that, if you talk about the proportions, it is even closer to the heart and core of Porsche."

The basic model from launch will be the Cayenne Coupé, which has a 3.0-litre V6 turbocharged petrol engine with 335bhp and 450Nm of torque mated to an eight-speed automatic gearbox and all-wheel drive. Porsche claims a 0-62mph time of six seconds and a top speed of 150mph.

For £104,729, buyers can opt for the Cayenne Turbo Coupé, which features a

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twin-turbocharged 4.0-litre V8 petrol with 542bhp and 770Nm. It also has four-wheel drive, while Porsche claims a 0-62mph time of 3.9 seconds and a top speed of 177mph.

Although not available at launch, plug-in hybrid versions of the Cayenne Coupé will eventually be offered. Initially, buyers will be able to choose either the 455bhp 3.0-litre V6 powertrain used in the Cayenne E-Hybrid, or the 670bhp 4.0-litre V8 set-up from the Panamera Turbo S E-Hybrid. Fully-electric versions are being considered.

Standard kit on all Coupés includes active dampers, a panoramic glass roof, Porsche's Sport Chrono package and front and rear parking sensors. As an option, buyers can also spec a lightweight sports package that brings 22-inch alloys, a carbon-fibre roof and, on the Turbo Coupé, a sports exhaust system.

Inside, the rear bench only includes two individual seats – although a three-seat bench can be added as a no-cost option – and the car's ride height is 30mm lower. The rakish shape of the Coupé leaves a boot capacity of 625 litres, which is 145 litres down on a regular Cayenne's.



SITTING PRETTY
All Coupés get adaptive rear spoiler; carbon-fibre roof is an option

"From the A-pillar back, the roof is new, while the rear window tapers more sharply downward"



Jag's new F-Paces are a hit for kit

JAGUAR has broadened its F-Pace SUV range by launching two new variants: the 300 Sport and Chequered flag editions.

The 300 Sport costs from £52,980 and is marked out by 22-inch alloy wheels, satin grey mirror caps and a choice of three exclusive paint colours. Yellow stitching has been added to the leather upholstery, while a 12.3-inch digital dial cluster and 10-inch infotainment system come as standard.

Buyers can choose from two engines: a 2.0-litre four-cylinder petrol and 3.0-litre V6 diesel, both with 296bhp. The petrol car is quicker, covering 0-62mph 0.3 seconds faster than the diesel, in 6.1 seconds.

Cheaper Chequered Flag editions cost from £46,995 and build on Jaguar's popular R-Sport trim by adding black alloy wheels and exterior trim, plus a redesigned front

DESIGN

Satin grey mirror caps and exclusive paint colours mark out new 300 Sport



"Android Auto and Apple CarPlay are now standard across the F-Pace range"

bumper. They're available with a choice of three engines: 176bhp or 237bhp 2.0-litre diesels, as well as the 247bhp four-cylinder petrol, all with four-wheel drive.

Android Auto and Apple CarPlay also now come as standard across the F-Pace range.

Kia Xceed SUV sets sights on Qashqai

THIS is our first official glimpse at Kia's upcoming new SUV, which is expected to be called the Xceed.

It will sit between the Sportage and Stonic in Kia's SUV line-up and enter a segment bursting with rivals such as the Nissan Qashqai, SEAT Ateca and Skoda Karoq.

It should be revealed this summer and go on sale before the end of the year, priced from around £17,000.



é guns for BMW X6



ENGINES

Buyers of new Cayenne Coupé can choose from V6 and V8 petrol engines, with plug-in hybrids joining the range later



news in brief



Fisker's new EV is out to rival Tesla Model Y

AMERICAN EV manufacturer Fisker has announced it will build a rival for the Tesla Model Y in late 2021, with prices expected to start at \$40,000 (£30,000).

The image above hints at how the unnamed electric crossover will look. It's the first of three EVs planned as part of the brand's revival, and early specs indicate an 80kWh battery pack and a range of 300 miles on a single charge.

Confirmed features include a grille-mounted radar, support for inductive charging and a head-up display, as well as the option of 22-inch wheels.

BP opens UK's largest rapid-charging hub

THE UK's largest rapid-charging hub for electric cars has been installed.

The BP Chargemaster hub is located at Milton Keynes Coachway, just off the M1 in Buckinghamshire, and features eight UK-made 50kW Ultracharge rapid chargers running on charging network Polar. The full facilities of Milton Keynes Coachway, including a café, can also be accessed from the BP Chargemaster site.

Gran Coupé set to join BMW 2 Series line-up

BMW has said its new 2 Series range will include a Gran Coupé – a compact four-door model that will be revealed at the Los Angeles Motor Show in November.

The new car (seen in this teaser image, below) will be a rival for Mercedes' latest Mercedes CLA and the more conventional Audi A3 Saloon, but isn't based on the current 2 Series. Instead, it sits on the front-drive UKL platform that underpins the current X1 and MINI hatch. The 2 Gran Coupé will go on sale in early 2020.



Sporty Tucson offers look for less



STYLING

N Line pairs red stitching with black details



HYUNDAI has added a new range-topping N Line trim to its Tucson SUV line-up.

First seen on the i30, N Line brings a sporty look that apes the hot N models, but without the performance or expense.

These new Tucson variants ride on 19-inch alloys, which – like the roof, door

mirror caps and rear spoiler – are painted black. Unique front and rear bumpers have also been added to the car, along with decorative red stitching in the cabin.

In the UK, N Line models will offer the choice of a 174bhp 1.6-litre turbo petrol engine and a new diesel option. It's

based on the existing 134bhp 1.6-litre engine, but gains a 48-volt electrical system to create a mild hybrid set-up.

While it's not able to operate in a pure-electric mode, it allows the Tucson to engage its stop/start system before the car comes to a complete halt.

Tech takes Volvo closer to

● **New cameras, sensors, speed limiters aim to prevent accidents**



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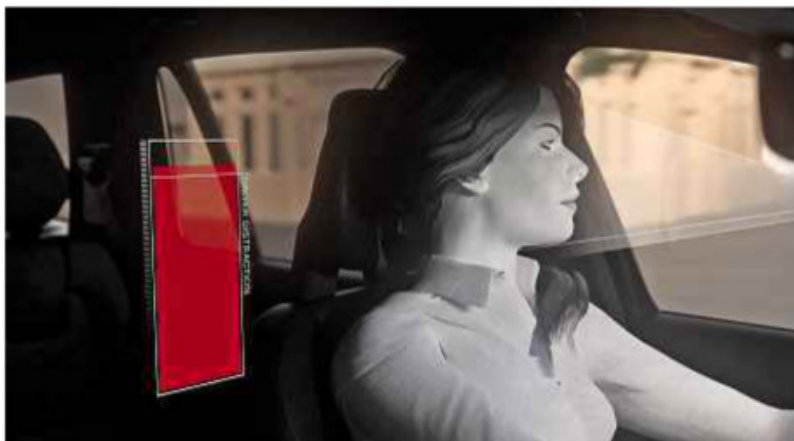
AE VOLVO has announced a range of hi-tech new measures to help it achieve its target of eliminating fatalities in its cars by 2020.

The features are designed to tackle the three main causes of road deaths – excessive speed, distraction and intoxication – by preventing or mitigating the effects of each. These include the introduction of on-board cameras and sensors designed to work out if the driver might be under the influence of drugs or alcohol, and speed limiters.

Some limiters will be imposed by the maker – all future Volvos will be limited to 112mph – and others by the driver, via the new ‘Care Key’. Both systems will be fitted to Volvos as standard from 2020. As CEO Håkan Samuelsson explained, the new

SOBRIETY TEST

On-board cameras and other sensors will be able to detect if driver is drunk. Car can then call Volvo’s assistance service or, if necessary, bring itself to a safe stop



speed limiter is about more than just short-term safety gains. “We want to start a debate,” Samuelsson told us.

“We want to ask people whether or not it should be a human decision to speed outside a school. Maybe we have an obligation to prevent that.”

The firm feels it has an obligation to help everyone, Volvo owner or not. As a result, its own safety data, going back decades and including 72,000 people involved in car

accidents, will be made public. It hopes that other car manufacturers and governments can use this to improve safety themselves.

But after making such a bold pledge, what happens if there is a fatality in a Volvo now? While Samuelsson believes that his company has done everything in its power to stop this, he admits that external factors – drink-driving, for example – could still play a part. All Volvo can do is try harder to fight these problems in future, Samuelsson said, adding: “Even if we save just a few lives, it will still be worth doing.”

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CAR-TO-CAR COMMUNICATION

Volvo is leading research in developing autonomous vehicles capable of talking to one another via 5G. This is a long way off still, however, because so many cars on the roads today are not connected

CRASH TEST

Excellent safety credentials have already given likes of XC90 a strong crash-test record, but Volvo wants to eliminate fatalities in its cars by 2020



VOLVO FUTURE SAFETY TECH

TOP SPEED LIMITER From 2020, all new Volvos will be limited to a top speed of 112mph. Beyond this, the firm says, is a speed for which very few drivers are trained.

GEOFENCING SPEED LIMITS There’s no excuse for speeding near a school, so Volvo wants to use mapping info to limit its vehicles’ speeds where pedestrians are most vulnerable.

CARE KEY If the owner lends their Volvo to a family member who is a younger, less experienced driver, they can choose to impose a speed limit.



LIDAR Volvo is working with Luminar to develop the latest lidar systems. The current tech can recognise a tyre travelling at 75mph from 250 metres away.

1958 Front seat three-point safety belts fitted as standard

1978 Child Seat booster cushion

1991 Side impact protection system

1998 Whiplash protection system

2002 Rollover stability control (RSC)

VOLVO SAFETY TIMELINE

1972 Rear-facing child seat

1986 Three-point safety belt fitted in rear centre seat

1994 Side impact airbags

1998 Inflatable curtain airbag

2003 Intelligent Driver Information System (IDIS)

Ultra-exclusive Aston DBS Zagato takes shape

ASTON Martin has released sketches of its upcoming DBS GT Zagato, which will form part of the DBZ Centenary Collection.

It follows the announcement of the modern, track-only reinterpretation of the classic DB4 GT Zagato; the cars will be sold as a pair, at a cost of £6million. Only 19 pairs will be produced.

Sketches show that the new, road-legal DBS GT Zagato, which is based on the brand’s new DBS Superleggera, will feature a redesigned body with a wider wraparound windscreen, unique headlamps, a new grille and a swooping carbon-fibre double-bubble roof. It’s expected to be powered by the 715bhp 5.2-litre twin-turbocharged V12 from the regular DBS Superleggera.

Customers will first take delivery of the DB4 GT Zagato Continuation at the end of the year, with the DBS GT Zagato set to follow by the end of 2020. **PAGE 28: Aston Rapide AMR driven**

“DBS GT Zagato is set to use the 715bhp twin-turbo V12 from DBS Superleggera”

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TWO UP

Sketches show DBS GT Zagato, to be sold with reinterpreted classic DB4 as a pair for £6million



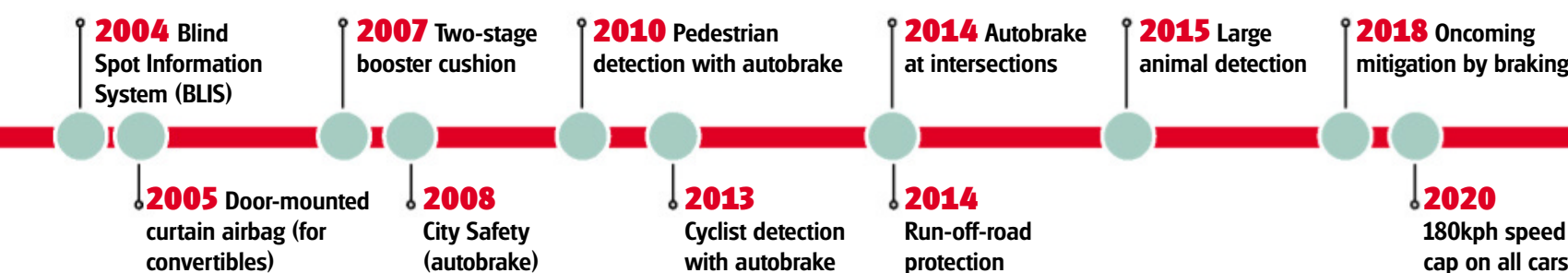
zero-fatality target



PROJECT EVA Short for Equal Vehicles for All, this aims to reduce gender inequality in crash injuries. Women are more likely to be injured in car accidents than men, partly because all crash dummies used to be 'male'.

AUTONOMOUS DRIVING New NVIDIA-sourced software will be capable of Level 2 and 3 autonomy "amazingly better than it is now". A more powerful system will be needed to reach Level 4.

NEW PLATFORMS Next Volvo architecture will be stronger and better able to protect occupants, but also to accommodate self-driving tech like lidar, radar and cameras.



Tuner ups heat on Fiesta ST



HOT STUFF
Upgrade raises engine's power and torque, and knocks half a second off ST's 0-62mph time

ONE of the UK's most popular hot hatches, the Ford Fiesta ST, has been given a boost by specialist tuner Mountune.

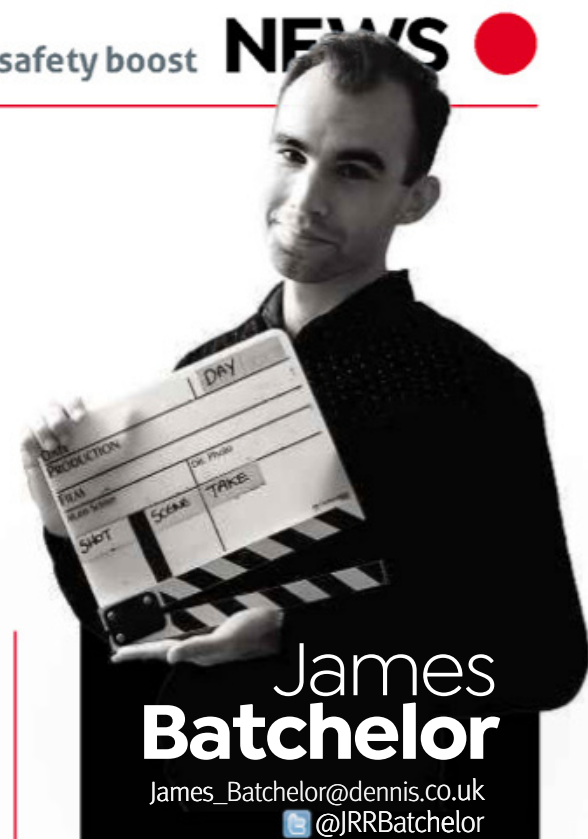
The M225 upgrade package has a new induction kit for the ST's 1.5-litre three-cylinder turbo engine, which lifts its power from 197bhp to 222bhp, and the torque

by 50Nm to 340Nm. Mountune claims this knocks half a second from the 0-62mph time – taking it to 5.95 seconds – while a full second has been cut from the car's in-gear acceleration from 31mph to 62mph.

Mountune's upgrade also includes a smartphone app called SMARTflash,

which builds on the ST's selectable driving modes. This will allow owners to switch between the M225 upgrade and Ford's factory setting, if desired, and an Anti-Theft mode can immobilise the vehicle.

The upgrade costs from £662 and does not invalidate the ST's warranty.



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Video watch

MERCEDES-AMG's A 35 faces the Golf R and Civic Type R, plus we drive BMW's X7. See both videos at youtube.com/Autoexpress.

Merc-AMG A 35 vs Golf R, Civic Type R



DRAG races are a speciality at Auto Express, and this week's is a treat.

We've got our hands on the thrilling new 302bhp, four-wheel-drive Mercedes-AMG A 35 and put it up against the Volkswagen Golf R and the class-leading Honda Civic Type R. Which one will you put your money on?

Verdict on BMW's luxurious new X7



THE Range Rover has had the luxury 4x4 market sewn up for decades, and despite Mercedes launching its GLS in recent years, the Brit is still top dog.

But for how much longer? BMW's new flagship X7 has the Range in its sights, and reviews and features editor Richard Ingram finds out how good it is.

You can watch any of our videos on your phone. Simply scan this QR code.





New law will protect motorists from rogue parking companies

OFFICIAL Parking Act to lead to creation of new Code of Conduct and independent appeals service



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AE PRIVATE parking companies will be forced to abide by a Code of Practice and co-operate with an independent appeals service under new rules designed to protect motorists from rogue firms.

The new Parking (Code of Practice) Act 2017-19 has now become law and aims to make the parking industry more consistent, transparent and easy to understand.

The past decade has seen a surge in the number of private parking firms operating and tickets being issued. Private companies dished out an estimated 6.5 million tickets last year alone – up from 687,000 in 2008.

While the code of practice is still being drawn up, companies that fail to follow it could be barred from requesting drivers' details from the Driver and Vehicle Licensing Agency, in effect making it impossible for them to enforce any fines they impose.

Meanwhile, the independent appeals service will give drivers a standardised and

fair way of contesting fines they consider to be unjustified. Private parking firms will have to pay a levy to the Government to fund the enforcement of the Code and cover the costs of appointing and maintaining the independent appeals service.

While the Code will only apply to private companies, council-run parking operations typically include an appeals process already. Local Government Minister Rishi Sunak said poorly legislated parking rules mean that drivers have previously been subject to "intimidating demands for payment and baffling appeals processes".

Nicholas Lyes, head of roads policy at the RAC, welcomed the code, saying that rogue parking firms have "made drivers' lives a misery with some questionable practices, which sent levels of trust in the sector plummeting". He went on to add that the Code "will create more consistent standards" and should "eliminate dubious practices" in the industry.

Every year UK drivers pay out an estimated £1.2 billion in parking fines. However, at the

DfT to review e-scooter laws

ELECTRIC scooters could be allowed on British roads thanks to a major review of the Government's transport policy.

In its Future of Mobility: Urban Strategy review, the Department for Transport (DfT) will examine the rules relating to several new types of vehicle, including e-scooters and bicycle trailers.

Stand-on electric scooters are classed as PLEVs (personal light electric vehicles) in law and, although they are growing in

popularity, it's only legal to use them on private land at the moment.

Meanwhile a £90 million investment will lead to the creation of four Future Mobility Zones – designed to pilot new modes of environmentally friendly transport. At the same time, the DfT will look into how smartphones can be used to make payments on public transport.

The strategy will also see various laws reviewed, some from the 19th century.

"New act aims to make parking industry more consistent, transparent and easy to understand"

same time, they are also more likely to appeal tickets than ever before. Some 67,000 tickets issued on private land were appealed last year – that's a 95 per cent increase compared with four years ago.

And those appeals would appear to be well worth making: almost half of all private parking tickets are overturned on appeal.

"Researchers have suggested a levy of 7.5p per mile by 2030 would make up for the lost duty"



Study says increase in electric cars may bring road-charging

DRIVERS could be charged £700 a year if road tolls are introduced to replace the fuel duty revenue lost because of the growing popularity of electric cars, says a new study.

Experts estimate the Treasury will lose over £14billion by 2040 as drivers move away from petrol and diesel cars, which currently generate huge tax revenues thanks to the 57.95p-per-litre duty added to petrol and diesel.

The study, from Bloomberg New Energy Finance and reported by the Times, says that while the Government could try to compensate for future losses by increasing fuel duty for the remaining petrol and diesel cars, or imposing higher surcharges on electricity, it would be more effective to adopt mileage-based road-charging.

The researchers have suggested a levy of 7.5p per mile being introduced by 2030 would be enough to make up for lost duties – with this charge rising to 9.1p per mile by 2040 as EVs continue to grow in number. Other major countries, including the US, China and Germany, have also been advised to consider the concept.

In 2007, public outcry forced the Government to shelve plans for a similar policy that could have seen drivers pay up to £1.34 per mile to use motorways at peak times.

COUNTING THE COST

Experts think the Treasury will lose over £14billion by 2040 as drivers switch to EVs

CURRENT THINKING

As things stand, e-scooters are classed as PLEVs and can only be ridden on private land



Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m)

Legal

AA: 0345 850 1130 (m)
RAC: 0330 159 1446 (m)
Which?: 01992 878329
Citizens Advice Consumer helpline: 03454 040506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 056 8040
RAC: 0330 159 0720

Technical advice

AA: 0370 142 0002 (m)

Driving licences

DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0330 159 0364
Traffic information
AA: 0906 888 4322
RAC: 09003 444999 (p)

Problems with dealers

The Motor Ombudsman: 0345 241 3008
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 305 4230
Scottish Motor Trade Assoc. 0131 331 5510

Problems with makers

The Motor Ombudsman: 0345 241 3008
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



Inbox Your views

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HOT TOPIC New Peugeot 208

FROM: Omar Barakat I LOVE this car. Peugeot's designers and engineers have done a top job. The 208 looks so pretty, and works well as a city car. Not only will I check it out in person, but I will also take it for a test drive and seriously consider buying one.

FROM: Pip Cannon LOOKS good, but please drop that ridiculous steering wheel design that blocks the driver's view of the instruments, including the speedometer. I didn't buy the current 208 because no matter how much I adjusted it, I couldn't read the dials.

You think Peugeot's new 208 looks like a winner



Join the debate at www.autoexpress.co.uk

■ "This looks so cool! The GTi version should be impressive. Better than the Ford Fiesta ST possibly?" **marksapolloa**

■ "Shame it's a five-door only, but I'm impressed. The 208 and 508 are both great-looking cars." **Duncan Macrae**

■ "Peugeot's new models are great, but let's see how they age in three or four years' time." **Ugur Nyet**

High price of e-tron left me gobsmacked

FROM: Keith Gibbins I THINK the Audi e-tron looks really good, but when I visited Audi's website, I was stunned to see it starts at £71,000. How are prices such as that supposed to make EVs "mainstream"? It's a ridiculous starting point and one that is out of reach of 95 per cent of drivers.

Perplexed by 60mph limit on rural roads

FROM: Rob Ingram LIVING out in the sticks, I find many roads narrow and have blind bends. Why do these often have a 60mph speed limit, when many main roads are 50mph? I wrote to the council transport committee about this and got a polite letter back, but I'm not holding my breath for a proper answer.

External airbags on EVs could save lives

FROM: Brian Eddy WITH the increased prevalence of electric cars, makers should equip their vehicles with the added protection of external airbags. These could go at either end of the model, especially the front where EVs have an abundance of extra space. This feature would be a life-saver.

Zero-NOx Mercedes diesel is promising

FROM: Richard Coleman I READ with interest the news that there is now a diesel Mercedes which emits no NOx (Issue 1,565). The Government should encourage people to buy these diesels until we have something better. The real future could be ammonia-derived hydrogen for vehicles with fuel cells.



Model shown is an All-New Focus Active X Estate 1.0T 125PS Petrol Manual with optional LED Headlights and Convenience Pack. Fuel economy mpg (l/100km): Combined 45.6 (6.2). *CO₂ emissions: 111g/km.

Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO₂ figures. The CO₂ figures shown, however, are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.

ALL-NEW
FOCUS ACTIVE

Ford

TOGETHER WE GO FURTHER

The Beauty Of Change continues.

All-New Focus Active Crossover with SUV styling,
raised ride height and intelligent drive modes.



SEARCH: FOCUS ACTIVE



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AE THIS year's Geneva Motor Show was a landmark event for the various brands that make up the Fiat Chrysler Automobiles (FCA) group.

You could choose between Fiat's surprise electric Centoventi concept and Alfa Romeo's Tonale SUV as the star of the show. But with Jeep showing its first plug-in hybrid models and Maserati strengthening its upmarket hand with a one-off Levante, this was a joined-up FCA that we hadn't seen before.

Another big change in the group is the man at the top – Brit Mike Manley. Of course, he's no stranger to the pages of Auto Express, having topped our Brit List back in 2016 and been inducted into the Auto Express Hall of Fame at the same time.

Back then, Manley was the boss of Jeep and Ram – two FCA brands that had a record year in 2018. Now the boy from Bedfordshire, who started his career as a graduate trainee at Swan National, has one of the biggest jobs in the automotive industry as CEO of FCA, succeeding the late Sergio Marchionne last summer.

Auto Express caught up with Manley in Geneva for an exclusive chat to see how life has changed for him since then, and we started by asking him about the new-look FCA that was presented at the show.

"I think what it reflects is that, although we are very brand-focused – and that is important," Manley tells us, "sometimes we lose the context of the brands together and what they're capable of."

"So what the team – and it was driven as much by the team as by me – wanted to bring was the strength of our brands together, but keeping the distinctiveness to show the scope of what we can do."

Reshaped

Manley has reshaped that management team so he now has what he describes as a "strong bench", although he has yet to find a successor to run Jeep. He still does that himself at the moment, although "further changes will be coming", he tells us.

His own personal responsibility is far greater now, though. "I always felt responsible for my team and partly responsible for the organisation, because I sat on the executive committees," Manley says. "But you do feel a degree of responsibility for the 230,000 people that are in your company. It lives with you. It lives with me 24 hours a day."

"You realise that ultimately, you can't pick up the phone to SM [Sergio Marchionne] or somebody and say: 'I've got this dilemma'. It's you now."

Moving from having responsibility for one brand to overseeing multiple brands within the group has also meant a change in style. "You have to change the priority of the things that you're working on," he says.

"That means that, for all the work that we've done around the team, and building the team, you have to allow these guys and girls to run their area."

"It doesn't mean to say that you shouldn't check and make sure that things are going the right way, but you cannot – nor should you, if you want to develop a good team – do everything. That was a change."

So, of the multiple brands that are now under his control, which one has got him the most excited?

"I'm going to have to give you a strange answer to this question," he says. "At this moment in time, Maserati excites me the most, because I can really see what we can do with that brand."

"The achievements in 2018 were good. But you do see the potential for us to do better. So

it's an interesting word, excitement, because I'd associate it with things that we can get better at. And that is a pure gem of a brand, really."

Alfa is also getting plenty of attention, with Manley saying: "If you're a pure driver, there's nothing better." He revealed a big push on quality – although owners already rate their new Alfas highly according to our Driver Power survey – while tech will get an upgrade.

As we walked across the FCA stands at the show, with Manley going largely unrecognised – for now – we discussed how taking the role of CEO has affected his private life, with perhaps the biggest change being the amount of time he spends on the road.

His home is still in the US, but he tells us: "It's a total blending of work and private life. It becomes your life, so you're blending things together."

Judging by what the world could see from Manley's new FCA at Geneva, just eight months into his tenure he's striking the balance well with attention-grabbing new products, while the FCA finances are looking healthier than they have for a while, too.

This top Brit is starting to shape FCA into one of the world's most exciting automotive groups – and what he does is going to make fascinating viewing.



"Maserati excites me most because I really see what we can do with that brand"

MIKE MANLEY CEO, Fiat Chrysler Auto.



SHOW STOPPER
Fiat's Centoventi concept grabbed the headlines in Geneva. It shows the firm's plans to bring electric drive to the masses, previewing an EV that could be sold alongside Panda



FAMILIAR FACE

Manley topped Auto Express Brit List back in 2016 when he was boss of FCA brands Jeep and Ram



THE MAN WITH A PLAN

We catch up with Fiat Chrysler's new CEO – top Brit Mike Manley – for an exclusive chat in Geneva



TEAM EFFORT FCA Group wowed Geneva with its wide range of products, including Alfa Romeo Tonale concept, Jeep's first hybrids and one-off Maserati Levante



“The RAV4 is simple to drive, with light and precise steering”



Toyota RAV4

Performance

0-62mph/top speed
8.4 seconds/112mph



Running costs

49.2mpg (official)
£67 fill-up



FIRST UK DRIVE We hit British roads to see if fifth generation of crossover is best yet



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AE THIS is the new Toyota RAV4. Prices for the fifth generation of arguably the founder of the crossover class start from £29,635 and climb to a heady £36,640.

On the face of things, these figures place it in a risky no man's land; cars such as the Peugeot 3008 and Skoda Karoq are much cheaper to buy, and models from perceived 'posh' brands don't cost much more than a top-spec Toyota. So what justifies a price which, on paper, looks rather steep?

The RAV4 rides on the TNGA platform, which forms the basis of many recent Toyotas. There's a choice of two models: front and four-wheel drive, each with a 2.5-litre petrol engine linked to a front-mounted electric motor. The difference is at the back, where an extra £2,240 buys a second motor driving the rear wheels.

Total system output stands at 215bhp, which is enough for a 0-62mph time of

8.4 seconds on the front-drive version. This betters the SUV average, and from behind the wheel it feels even quicker. The instant torque ensures the RAV4 is lively off the line, with the power building in one smooth shove.

It's a shame the noise is so unpleasant, then; the engine is hooked up to a CVT box, which causes a monotone drone from the unit under load. When its Lexus UX cousin – a TNGA-based SUV with a different hybrid drivetrain – sounds so refined, it clearly isn't beyond Toyota to make this set-up work.

Much more convincing is the comfort-based approach to the driving experience. The ride cushions occupants, successfully suppressing shocks and bumps. Despite this, the body is controlled, never wallowing like a Honda CR-V might. The engine settles down at a cruise, with the most audible sound at motorway speeds being the rumble from the tyres. The RAV4 is simple to drive, too, with light, precise steering.

You can make up your own mind about the exterior styling, but it certainly won't be

mistaken for a Karoq or a Volkswagen Tiguan. The cabin build quality is excellent, while the chunky temperature switches and glowing cubbies are nice touches. The rubber door grips feel nice, but one wonders how long it'll be before they will get grubby.

If there's one true letdown, it's the RAV4's infotainment system. Pick any rival you like and you'll notice they offer slicker interfaces, with sharper graphics. The lack of Android Auto or Apple CarPlay compatibility seems bizarre, too, since both make for a 'get out of jail free' card for any sub-standard OEM set-up.

At least the Toyota's menus aren't too difficult to operate, and the physical shortcut buttons are welcome. The basic Icon trim doesn't get sat-nav, but elsewhere, equipment levels are great. We'd go for the Design spec because it comes with front and

rear parking sensors, 18-inch alloy wheels and LED lights all fitted as standard.

The RAV4 is slightly longer and taller than a Ford Kuga, and that translates to generous interior space. Rear leg and headroom are impressive, but the high floor forces taller adults to sit with their legs at a steep angle. The 580-litre boot trails a Tiguan's (615 litres), although it's big enough.

So, all things considered, that price is starting to look more reasonable. But the car's greatest appeal lies in its fuel consumption and emissions. On our test route, the RAV4 returned figures as high as 61mpg, and never below the mid-forties. NEDC-corrected CO₂ emissions of 105g/km mean it falls into significantly lower Benefit-in-Kind tax groups than pretty much any of its rivals – so it's sure to appeal to company car users.

“Instant torque ensures the RAV4 is lively off the line, with the power building in a smooth shove”

28 ASTON RAPIDE AMR
Our verdict as hardcore special takes four-door supercar out in style.

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Plush Laurin & Klement Skoda SUV costs more than £40k. Is it worth it?

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We hit the road to see if latest A-Class adds up in basic petrol spec.

34 MEGANE R.S. TROPHY
First UK drive of Renault's 296bhp mega-hatch as it takes fight to Civic Type R.



RAV4

NEED TO KNOW

Whole-life costs are low thanks to impressive fuel economy and PCP deals; the RAV4 Design is £56 per month less than a Honda CR-V Hybrid SE

Essentials

Toyota RAV4 Dynamic

Price:	£34,400
Engine:	2.5-litre 4cyl petrol-electric
Power:	215bhp
Transmission:	CVT automatic, front-wheel drive
0-62mph:	8.4 seconds
Top speed:	112mph
Economy:	49.2mpg
CO ₂ :	105g/km

ONSALE Now



PRACTICALITY The RAV4's boot isn't as big as a Tiguan's, and inside there's no seven-seat option, but there should be enough room for families. Floor is high in the back, however



EQUIPMENT Toyota's infotainment systems continue to grate, and there's no Apple CarPlay or Android Auto to bypass maker's set-up. Still, all but basic models get sat-nav as standard



INTERIOR

We have no complaints regarding the Toyota's cabin, which features high-quality materials and fine build quality

"New Toyota's greatest appeal lies in its fuel consumption and emissions figures"



AUTO
EXPRESS

Verdict

THE RAV4 might seem pricey, but there's still plenty to recommend here. It's spacious, refined and well built, and while rival models offer sharper handling, the Toyota counters that benefit with comfort. It's just a shame that the infotainment system is still behind the best in class, and that the engine drones so noisily. Fuel bills promise to be cheap, though – especially if you spend plenty of time driving around town.



Essentials

BMW Z4 sDrive20i M Sport

Price:	£38,740
Engine:	2.0-litre 4cyl turbo petrol
Power/torque:	194bhp/320Nm
Transmission:	Eight-speed automatic, rear-wheel drive
0-62mph:	6.6 seconds
Top speed:	149mph
Economy:	46.3mpg
CO₂:	138g/km

ONSALE Now



HANDLING Entry-level sDrive20i is much sweeter to drive than the range-topping M40i we tried previously; it's easy to see why BMW reckons it'll be the big seller. A Porsche Boxster is still the driver's choice in this class, however



ENGINE The four-cylinder unit in the 20i also appears in the 30i, albeit with a bit more power. We wouldn't bother spending the extra, though; our experience driving this entry-level version suggests that it'll be powerful enough for most



INTERIOR The Z4's cabin is beautifully made, with solid, high-quality materials and BMW's iDrive infotainment system. The new Toyota Supra, which shares many of the Z4's parts, will be fitted with a similar set-up



New Z4 is 50kg lighter than its predecessor across the range; entry-level 20i version feels sweeter to drive than the six-cylinder M40i, despite having considerably less power



Steve Sutcliffe
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AE AT a time when so many new cars are turning hybrid or EV – and more often than not are morphing into either an SUV or a crossover – the slightly old-school, but still brand new, BMW Z4 roadster comes as a refreshing interlude.

Available with three different petrol engines and in three different specs, the new front-engined, rear-wheel-drive Z4 is aimed squarely at the driving enthusiast, BMW says. And the engineers have an intriguing way of describing the difference between the old model and the new.

The previous Z4 was a machine to be driven on a Sunday afternoon, they say, ideally when the sun was shining, but not necessarily when there was no one else around. The old Z4 was not, BMW now concedes, a full-blown sports car.

But this new model, well, that's another matter – because the company says that today's Z4 is a car to get up early for on a Sunday morning, long before anyone else is awake, let alone on the road.

Why the extra focus on driver appeal this time around? One reason, and one reason

alone: the unceasing success of the Porsche 718 Boxster. BMW has seen sales of the Z4 drop by almost 30 per cent since its birth way back in 2002 – and many of those have gone to the Boxster, which has long been considered the most sporting two-seat roadster in this class.

As a result, weight is down by around 50kg across the Z4 range. That's partly because the new canvas roof – which raises or lowers in just 10 seconds – is lighter, but also because the underpinnings are lighter and more focused, too. At the same time, the boot is over 70 litres bigger – and it makes no difference if the hood is up or down, because the space stays the same.

But it's the extra dynamic precision of the new Z4 that distinguishes it most clearly from its slightly soggy predecessor. That becomes pretty obvious from the moment you turn the key (or press the console-mounted starter button) – especially in the entry-level sDrive20i version.

Its 2.0-litre turbocharged petrol engine doesn't have the same muscle as the M40i M Performance model we've already driven (Issue 1,549) – it offers just 194bhp and 320Nm of torque, after all – but that still gives this Z4 a 0-62mph time of 6.6

NEED TO KNOW

Every version gets an eight-speed automatic gearbox; there's no manual option – at least for the time being



“Steering is sweeter than in more powerful six-cylinder model and chassis is crisper, too”

BMW Z4

FIRST DRIVE

How does entry-level version of new roadster shape up?



Running costs

46.3mpg (official)
£62 fill-up



Performance

0-62mph/top speed
6.6 seconds/149mph



Verdict

THE cheapest and least powerful version of the new Z4 is also the most satisfying to drive. Lighter than the more expensive M40i by a full 130kg, it steers and handles more sweetly, plus it's cleaner and still comes with plenty of equipment. Admittedly, it's not quite in the Porsche 718 Boxster's league for pure precision, but this entry-level Z4 has a lot going for it, and is a much more convincing sports car than its predecessor.



seconds and a top speed of 149mph. That means it's anything but slow. It doesn't stop the cheapest Z4 being a surprisingly satisfying and sharp sports car to drive, either, with decent throttle response and excellent outright acceleration.

The steering is sweeter than in the more powerful six-cylinder model and the chassis is crisper, too. It also emits just 138g/km of CO₂, versus the M40i's 165g/km.

While the 20i is nowhere near as brutal in a straight line, in corners and under braking – pretty much everywhere other than on the drag strip, then – it can't help but be the sharper and more clinical of the two.

Elsewhere, the Z4 has grown up and got a lot more sophisticated, especially inside. All models come with a functional 10.25-inch touchscreen and fully digitised instruments with BMW's latest connectivity software.

This updates automatically and learns a driver's habits to tailor its responses to suit. As such, after only a few days, your new Z4 will know what sort of music you like, which

routes you take via the sat-nav, and even what temperatures you prefer the air-con at. There's also active parking, a full range of active and passive safety systems similar to those found in the 5 Series and, unique to this class, a head-up display.

The line-up starts at £36,990 for the sDrive20i Sport, and rises to a little over £40k (£40,690) for the more powerful, but still four-cylinder, 255bhp sDrive30i. Things top out at £49,050 for the M40i M Performance model. The 20i and 30i come with 18-inch wheels and tyres, but 19s are available as options across the board.

The cheapest new Z4 is well equipped, pretty good-looking and more practical than its predecessor. More importantly than that, however, it's genuinely engaging to drive – even with a lowly 2.0-litre engine.

No wonder this model is expected to be the biggest seller, then, set to account for at least 60 per cent of new Z4s registered. But whether it can steal sales from the 718 Boxster remains to be seen.



Aston Martin Rapide AMR

FIRST DRIVE Racing division takes GT out in style with fastest version ever



Jonathan Burn

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AE THE Rapide is the longest-serving model in Aston Martin's line-up, and as a final swansong the elegant grand tourer has been given the once over by the British firm's new Aston Martin Racing (AMR) division. The result is the Rapide AMR; the quickest, most powerful, loudest and most focused version of the Rapide ever built. Only 210 examples will be made and most have already been sold.

We'll start with the obvious – the way this car looks. Bold, isn't it? Thankfully, or not, depending on your taste, not every Rapide AMR that rolls down Aston's production line will come draped in the same lurid green detailing worn by our test model.

The neon makeover is one part of the 'Signature' scheme designed to draw a visual link between the liveries of Aston's AMR racing cars and its most hardcore road cars. However, on such a large and elegant

saloon like the Rapide it does looks a bit comical – like a middle-aged man in Lycra.

The theme is mirrored inside where you'll find acid green piping on the seats and a stripe running the length of the roof. It's not the most tasteful finish, but it distracts you from the Rapide's interior flaws.

Having been around since 2010, the car is beginning to feel its age. The infotainment system, with its previous-generation Volvo tech, would look out of place in a hatchback, never mind a £200,000 Aston Martin.

Despite being over five metres long, the Rapide is also surprisingly tight inside thanks to the low-slung roof and enormous V12 packaged beneath the bonnet, while the two rear seats feel particularly snug.

The AMR treatment hasn't been restricted to cosmetics, however. While the Rapide

AMR has been designed as a goodbye for the saloon, it also serves as a fond farewell for Aston's long-serving naturally aspirated 6.0-litre V12 – and AMR has ensured it's in good form for its final outing.

The engine features a new and larger inlet manifold, dual inlet runners and a power increase to 593bhp. Add to that a new quad-exhaust set-up, carbon-fibre prop shaft, 10mm drop in ride height, carbon-ceramic brakes, tuned three-stage adaptive dampers and 21-inch forged alloys wrapped in Michelin Pilot Super Sport tyres, and you have a rather serious piece of kit.

On paper, the changes haven't made a huge difference to the AMR's performance; 0-62mph takes 4.4 seconds – so this car trails an Audi RS 3 – but the top speed rises to a fairly heady 205mph. Yet the one thing

“Glorious V12 engine comes to a gargling, bassy idle and dominates the driving experience”



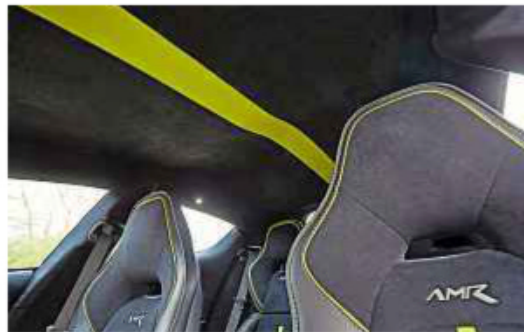
Essentials

Aston Martin Rapide AMR

Price:	£194,950
Engine:	6.0-litre V12 petrol
Power/torque:	593bhp/630Nm
Transmission:	Eight-speed automatic, rear-wheel drive
0-62mph:	4.4 seconds
Top speed:	205mph
Economy:	21.9mpg
CO₂:	300g/km

ONSALE Now

Optional 'Signature' makeover is designed to act as link between this road car and Aston's racers



INTERIOR Thankfully, the lurid green stripe that runs right along the headlining is optional, but it sets the AMR apart from other Rapides. Special stitching is also unique to this flagship

PRACTICALITY For such a big car, the AMR isn't all that practical – there are only two seats in the rear and they're pretty snug. Rivals like the Mercedes-AMG GT 4-door are bigger inside

GEARBOX AMR's eight-speed auto box is operated via buttons on dash. Paddles behind the wheel offer more control, but it can get confused in auto mode, especially at junctions



AMR sits 10mm lower than regular Rapide and has 21-inch alloys, carbon-ceramic brakes and adaptive dampers



Rapide is a relatively old car and that's most obvious in its cabin



that is central to the Rapide AMR's character – and quickly allows you to forget about its flaws – is the glorious V12 engine.

Once fired up, it comes to a gargling, bassy idle and dominates the driving experience the moment the wheels begin to turn. You probably won't notice the extra 46bhp it has over a Rapide S, but once the motor hits its stride at 4,000rpm, it delivers unrelenting thrust all the way to its red line at 7,000rpm. If anything, the engine feels eager to rev beyond its limiter.

At this point, what you will notice is the added volume from the new quad-exhaust set-up. It's the soundtrack of a dying breed of naturally aspirated V12s, a deep-chested wail that legislation and CO₂ targets have sadly confined to the history books.

For such a large, heavy car, the Rapide AMR moves with surprising agility. The steering, which retains a hydraulic set-up rather than the electric system favoured by newer models, gives smooth and consistent

feedback about what the front wheels are up to, meaning that you can place the car exactly where you want on the road.

The ride is noticeably firm but it ensures the Rapide stays flat and level during any quick changes in direction, while the sticky Michelin tyres allow the driver to use more of the V12 engine's power than in previous iterations of Aston's grand tourer.

The gearbox isn't the most sophisticated, however, and it can get a bit flummoxed when pulling away from roundabouts or junctions. You'll also notice how cheap and flimsy the indicator stalk feels – which is quite an oversight on something you interact with so frequently.

The price tag is difficult to get away from, too. The noise, agility and exclusivity make the AMR unique in this segment, which includes the Mercedes-AMG GT 4-door and Porsche Panamera Turbo, but both are far cheaper, quicker and easier to live with. Not to mention more modern as well.



Auto Express Verdict

AS a farewell to the Rapide and Aston's naturally aspirated V12, this AMR model is easy to fall for. Especially when only 210 will be built. But you can't ignore the fact that it's incredibly expensive; and beyond the looks and glorious soundtrack, the cramped cabin, dated technology and woeful practicality count against it.





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ON THE ROAD

Like all Kodiaqs, L&K is a comfy cruiser and it rides well, even on its relatively large alloys

Essentials

Skoda Kodiahq L&K 2.0 TSI 190PS 4x4 DSG

Price: £38,770

Engine: 2.0-litre 4cyl turbo petrol

Power/torque: 187bhp/320Nm

Transmission: Seven-speed automatic, four-wheel drive

0-62mph: 7.7 seconds

Top speed: 130mph

Economy: 31.0mpg

CO₂: 162g/km

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GEARBOX Top-spec petrol engine is only available with a seven-speed DSG auto box. This works well when driving in a relaxed manner, but it isn't quite so good when you're in more of a hurry



PRACTICALITY The Kodiahq remains one of the most spacious SUVs on sale, and kids should be more than happy enough in the very back. Everything folds away simply to leave a flat floor



Verdict

AS is so often the case with cars like this, lower-spec models make more financial sense. The Kodiahq L&K is well built and loaded with kit, but our pick is still the SE L, which offers all a family needs. Stick with that and you have one of the finest SUVs on the market.



Skoda Kodiahq L&K

FIRST DRIVE Is new luxury version of SUV worth paying extra for?



Richard Ingram

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AE THE proliferation of PCP finance deals is encouraging people to trade up; spending a little more per month gives new car buyers equipment and luxuries they'd otherwise be unable to afford.

A decade ago, the idea of a £40,000 Skoda was little more than a bad joke. But now the company has a plethora of models that, with a few options fitted, can tip the car's list price into the higher tax band. This is the latest: the Kodiahq L&K.

The designers have thrown pretty much everything at this top-spec SUV – from unique alloy wheels to a glorious panoramic sunroof. All versions get distinctive logos on their leather seats, as well as special stitching, badges and ambient lighting.

It's lovely stuff, but is any of it essential in a family SUV? Even if you ignore the near-£40k list price, on one of Skoda's PCP deals the L&K is around £60 more per month (at £472) than a like-for-like SE L on a four-year deal with a 10 per cent deposit. That's a lot for some leather and an upgraded stereo.

It's not as if the Kodiahq L&K looks or feels particularly upmarket alongside its more modest siblings – although that's more of a compliment to the lesser versions than a criticism of this model. Every Kodiahq seems built to withstand the rigours of family life, and the same is true of the L&K.

As a result, lower-spec versions offer the most bang for your buck. The SE L's 19-inch wheels, LED lights, heated seats and sat-nav hardly shout 'basic' – and given the saving, there's room to add a few options.

Of course, the Kodiahq continues to be one of the easiest SUVs to live with. It has



NEED TO KNOW

The L&K isn't the dearest Kodiahq. That's the faster vRS version, which costs £42,870

loads of room inside, and even in this L&K spec there's a decent spread of engines to choose from. However, this 2.0-litre TSI is thirsty; we'd recommend the 148bhp or 187bhp 2.0 TDI diesel instead.

Regardless of the engine, though, the Kodiahq remains an excellent cruiser, with

a relatively compliant ride even on larger alloys. Our car's petrol engine is incredibly quiet, and in town the DSG auto box takes the strain out of stop-start traffic.

The transmission isn't as good when you want sudden acceleration, but it rewards gentle driving with seamless, smooth shifts.



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NEED TO KNOW

A 180's 1.3-litre engine is also found in the latest Nissan Qashqai, albeit with a different power output

**Essentials****Mercedes A 180 SE**

Price:	£23,080
Engine:	1.3-litre 4cyl turbo petrol
Power/torque:	134bhp/200Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	9.2 seconds
Top speed:	134mph
Economy:	47.1mpg
CO₂:	127g/km

ONSALE Now

Mercedes A 180

Running costs

47.1mpg (official)
£52 fill-up

**FIRST DRIVE** We see if A-Class adds up in entry-level guise**Richard Ingram**

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AE THE A-Class is the entry point to the extensive and ever-expanding Mercedes range, and the A 180 SE we're testing here is currently the cheapest way to put a three-pointed star on your driveway.

It comes with a Renault-sourced 1.3-litre petrol engine and a six-speed manual box. If you're trading down from a Mercedes C-Class, the stubby gearlever might take you by surprise; the auto's column shifter offers a cleaner design. But to those switching from a Ford Focus, it's business as usual – albeit in a tech-laden, leather-lined suit.

Every new A-Class – including the SE – comes with twin digital displays, sat-nav, Live Traffic information and keyless go.

Quality is excellent; the doors shut with that characteristic thud and the dashboard is covered in squashy plastics. The only place

you'll find scratchier materials is on the lower part of the front seats, in fact, but the regular touchpoints all feel solidly screwed together.

Delve deeper and you'll find that the leather is actually ARTICO man-made fabric. But this is something Mercedes is adding across the range – and it looks and feels like the real thing. The standard display appears a little small alongside the larger set-up in better-specified cars, but in isolation it's fine – especially because the left side of the steering wheel slices neatly between the two.

The A 180 produces just 134bhp, while torque is down, too, at 200Nm. But linked to the manual box, the cheapest A-Class never feels slow; while it can't launch like a hot hatch, performance is adequate. The

shift is sweet – gone is the springy feel of old Mercedes manual transmissions, replaced by a short, notchy throw.

It's an accomplished motorway cruiser as well. At a steady 70mph it'll sit quietly, and those deep-profile tyres cushion the A's occupants from the UK's frequent potholes.

So should you step up to Mercedes' high-end trims? An A 180 SE will cost you £357 per month, and while there are benefits to spending £18 more per month on the Sport's LED lights and two-zone climate control, we'd argue that another £27 (£402 per month) for the equivalent A 200 would be better spent on the Executive pack, which adds heated seats and the larger 10-inch media display.

PAGE 54: Latest on our A 200 AMG Line

“Even entry-level SE comes with twin digital displays, nav, Live Traffic info and keyless go”



GEARBOX The transmission provides slicker shifts than old Mercedes manuals, and saves £1,600 over the seven-speed automatic set-up

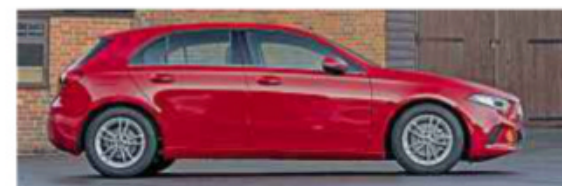


Otis Clay

EQUIPMENT SE measures up well against the AMG Line we're running on our fleet; the smaller screen is arguably the biggest difference. Larger 10-inch display is part of £1,695 Executive pack



PRACTICALITY The A-Class matches rivals for boot and cabin space. Its rear seats fold flat to reveal a 1,200-litre load bay, although the sloping hatch limits outright practicality

**Auto Express Verdict**

STEP up from a mainstream model and you'll feel satisfied to be sitting on the first rung of the Mercedes ladder. The A 180 is frugal and good to drive, while SE spec throws in kit missing on pricier rivals. Tempted by the A 200? We'd save some cash and spend it on a few key options.





Renault Mégane R.S. Trophy

FIRST UK DRIVE We try ultimate version of hot hatch in Britain



John McIlroy

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AE THE latest Renaultsport Mégane Trophy has some big boots to fill – because the badge has adorned some of the fastest and most involving creations ever to come out of Renault’s performance division. Now we’ve had a chance to see how it fares in the UK.

To recap, the Trophy gets a revised version of the Renaultsport Mégane’s 1.8-litre four-cylinder turbocharged engine, with 296bhp and an extra 10Nm of torque, at 400Nm (or 420Nm with the twin-clutch box instead of the standard six-speed manual).

The car also features the Cup chassis option (suspension tweaks and a limited-slip differential) from the regular model, and throws in different front brakes that are designed to resist fade more effectively, and an exclusive design of 19-inch alloy wheels.

In basic figures, these mods trim 0.1 seconds off the Mégane 280’s 0-62mph time and add 4mph to the top speed.

The reality beyond the numbers is more complex – but still compelling. In truth, the Mégane does not feel rocket-ship fast in a

straight line in the same way a Honda Civic Type R does. There’s a teeny bit of lag as the engine spools up to just over 1,500rpm, and then a strong surge of mid-range punch.

It feels faster than the regular car, mind you, and the revised exhaust sounds good, with a bit more aggression to its note and satisfying pops when you lift off the throttle.

But it’s the handling that sets the Mégane apart from most other hot hatches. The mixture of that limited-slip differential and a rear-wheel steering system makes it incredibly agile and quick to respond to inputs; the nose is keen to dip into the apex of corners, and while there is some torque steer if you stand on the throttle exiting a curve, it’s well contained.

The steering has a pleasing weight to it, although it would be an overstatement to say it’s brimming with feedback. And we still prefer the manual gearbox to the dual-clutch auto. Renault’s six-speeder may not be as slick as Honda’s, but if you’re positive enough, it still delivers more satisfaction than paddles ever could.

The trade-off for the agility and body control is a ride that is just about on the

acceptable side of firm. Tyre roar may also prove an issue if you’re planning to use the Trophy on the motorway every day.

Inside, it’s typical Mégane fare – roomy enough for most uses, and nicely finished in many (but not all) of the key areas.

There are just a few sporting add-ons: a switch to control the driving modes, the odd Renaultsport logo and aluminium pedals. It seems strange, too, that the tasty Alcantara-trimmed Recaro seats are optional even on this ‘ultimate’ sporting Mégane, although if you choose them (and you should), you get to sit about 20mm lower than you would in the regular car, bringing you that teeny bit closer to what’s going on beneath you.

NEED TO KNOW

EDC dual-clutch Mégane Trophy is slightly cleaner, with 176g/km of CO₂ emissions. But it also costs £1,700 more than the manual car



Mégane Trophy comes with Cup chassis, stronger brakes and bespoke wheels



“Handling is what sets the Mégane apart from most other hot hatches. It’s incredibly agile”



Trophy feels faster than regular car and its exhaust sounds a little more aggressive, too



Essentials

Renault Mégane 300 R.S. Trophy

Price:	£31,810
Engine:	1.8-litre 4cyl turbo petrol
Power/torque:	296bhp/400Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	5.7 seconds
Top speed:	162mph
Economy:	35.3mpg
CO₂:	183g/km

ONSALE Now



Otis Clay

EQUIPMENT The portrait-layout infotainment system has a rather clunky interface, but it's reasonably quick to respond to inputs and has Apple and Android smartphone integration to boot



PRACTICALITY Hottest Mégane is still ready for family life; its boot is big enough for everyday needs. Hard backs on optional Recaro seats don't do passengers in the rear any favours



Verdict

If you're after the ultimate hot hatchback, it's still hard to look beyond the Honda Civic Type R. However, where the Civic has extrusions all over its bodywork, the Renault has purposeful curves – so for those who favour this more subtle approach, Renaultsport's latest effort will make a very fine choice indeed. And, as an added incentive, it's more affordable, too.



Coming soon



MITSUBISHI OUTLANDER 2020

NEXT-generation SUV was previewed by the plug-in Engelberg concept (left) at this year's Geneva show.

SUPERMINIS		
Peugeot 208	spring 2019	
Renault Clio	spring 2019	
Vauxhall Corsa	mid 2019	
FAMILY CARS		
Audi A3	late 2019	
Audi A4 facelift	summer 2019	
Audi A6 Allroad	mid 2019	
BMW 1 Series	mid 2019	
BMW 2 Series Gran Coupé	2020	
BMW 3 Series Touring	late 2019	
Citroen C4	late 2019	
Mazda 3 Fastback	mid 2019	
Mercedes A-Class Saloon	spring 2019	
Mercedes C-Class	2021	
Mercedes CLA	mid 2019	
Mercedes E-Class facelift	mid 2019	
Peugeot 508 SW	spring 2019	
SEAT Leon	late 2019	
Skoda Scala	spring 2019	
Skoda Octavia	autumn 2019	
Skoda Superb facelift	mid 2019	
Toyota Prius facelift	spring 2019	
Toyota Camry	mid 2019	
Vauxhall Astra facelift	mid 2019	
Volkswagen Passat facelift	spring 2019	
Volkswagen Arteon sh. brake	late 2019	
Volkswagen Golf Mk8	late 2019	
Volvo S60	spring 2019	
Volvo V40	2020	
SPORTS CARS		
Alfa Romeo GTV	2020	
Alfa Romeo 8C	2020	
Aston Martin Valkyrie	late 2019	
Aston Martin 488 GTB rival	2020	
Audi TT	2020	
BMW 4 Series	late 2019	
BMW M3	2020	
BMW M8	late 2019	
Ferrari F8 Tributo	late 2019	
Ford Focus ST	late 2019	
Hyundai i20 N	2020	
Lexus LC F	late 2019	
Maserati Alfieri	2020	
McLaren Speedtail	late 2019	
Mercedes-AMG A 45	autumn 2019	
MINI GP	late 2019	
Toyota Supra	spring 2019	
TVR Griffith	late 2019	
SUVs		
Alfa Romeo Tonale	2020	
Alfa Romeo large SUV	2020	
Aston Martin DBX	late 2019	
Audi Q3 Sportback	mid 2019	
Audi SQ5	mid 2019	
Audi RS Q5	late 2019	
Audi SQ8	late 2019	
Bentley Bentayga Speed	mid 2019	
BMW X3 M	mid 2019	
BMW X6	late 2019	
BMW X7	spring 2019	
Cupra Formentor	2020	
DS 3 Crossback	spring 2019	
Ford Fiesta SUV	late 2019	
Ford Kuga	2020	
Hyundai Kona N	late 2019	
Hyundai Tucson N	2021	
Infiniti QX50	late 2019	
Jaguar F-Pace SVR	spring 2019	
Jeep baby SUV	2020	
Jeep Cherokee	2020	
Jeep Grand Wagoneer	2020	
Kia Soul	late 2019	
Kia Ceed SUV	mid 2019	
Land Rover Defender	2020	
Maserati small SUV	2020	
Mazda CX-30	late 2019	
Mercedes GLA	2020	
Mercedes GLB	mid 2019	
Mercedes GLE	spring 2019	
Mercedes GLS	late 2019	
Mercedes-Maybach SUV	2020	
MINI small SUV	2021	
Mitsubishi Outlander	2020	
Nissan Juke	2020	
Nissan Qashqai	2020	
Peugeot 2008	late 2019	
Peugeot 4008	2020	
Porsche Cayenne Coupé	2020	
Range Rover Evoque	spring 2019	
Range Rover Velar SVR	late 2019	
Skoda Karoq vRS	late 2019	
Skoda Kamiq	mid 2019	
SsangYong XAV	2020	
SsangYong Korando	mid 2019	
Toyota RAV4	mid 2019	
Vauxhall Mokka X	late 2019	
Volkswagen T-Cross	spring 2019	
Volkswagen T-Roc R	mid 2019	
PICK-UPS		
Ford Ranger Raptor	mid 2019	
Jeep pick-up	2020	
Renault Alaskan	mid 2019	
CABRIOLETS		
Bentley Continental GTC	mid 2019	
BMW 8 Series Convertible	mid 2019	
Maserati Alfieri Cabrio	2020	
Volkswagen T-Roc Cabriolet	late 2019	
LUXURY CARS		
BMW 7 Series facelift	mid 2019	
BMW 8 Series Gran Coupé	2020	
Lexus LF FC	2020	
Maserati Quattroporte	2020	
Mercedes S-Class	2020	
Rolls-Royce Ghost	2020	
ELECTRIC/PLUG-IN/FUEL CELL		
Audi e-tron	spring 2019	
Audi e-tron Sportback	2020	
Audi e-tron GT	2020	
Audi Q4 e-tron	2020	
Bentley EV	2020	
BMW i4	2021	
BMW iX3	2020	
BMW i large SUV	2021	
Citroen C4 EV	2020	
Citroen C5 Aircross PHEV	late 2019	
Dacia EV	2020	
DS 3 Crossback EV	late 2019	
Fiat 500 EV	2020	
Ford Mustang hybrid	2020	
Honda Clarity	2022	
Honda Urban EV	late 2019	
Jeep Renegade EV	2021	
Kia Soul EV	late 2019	
Kia Stonic hybrid	late 2019	
Lexus EV	2020	
McLaren EV	2023	
Mercedes EQA	late 2020	
Mercedes EQC	late 2019	
Mercedes EQV	late 2019	
Mercedes-AMG One	2020	
MINI EV	2020	
Mitsubishi Outlander	2021	
Nissan Leaf Nismo	late 2019	
Peugeot 208 EV	2020	
Polestar 1	late 2019	
Polestar 2	2020	
Porsche Taycan	mid 2019	
Porsche Mission E Cross Turismo	2020	
Rivian R1S	2021	
SEAT el-Born	2020	
Skoda Citigo E	2019	
Skoda Vision E	2020	
Tesla Model 3	mid 2019	
Tesla Pick-up	2020	
Tesla Roadster	2020	
Tesla Model Y	2020	
Tesla Golf rival	2023	
Vauxhall Corsa EV	2020	
Vauxhall Mokka X EV	2020	
Volkswagen ID. hatchback	autumn 2019	
Volkswagen ID. Crozz SUV	2020	
Volkswagen ID. Scirocco	2020	
Volkswagen ID. Microbus	2022	
Volkswagen Phaeton EV	2022	



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Testers' notes

"The latest Renault Kadjar has a 1.3-litre petrol engine, which has also seen use in the Nissan Qashqai. With petrol cars now dominating sales, we'll see if it can match the excellent 1.5 and 1.2-litre petrol motors in the Skoda and Peugeot respectively."



Sean Carson Chief reviewer



Renault Kadjar TCe 140 S Edition

Price: £23,595

Engine: 1.3-litre 4cyl petrol, 138bhp

0-60mph: 9.9 seconds

Test economy: 33.9mpg/7.5mpl

CO₂: 136g/km **Annual road tax:** £140



Skoda Karoq 1.5 TSI 150 SE L

Price: £25,660

Engine: 1.5-litre 4cyl petrol, 148bhp

0-60mph: 9.2 seconds

Test economy: 38.9mpg/8.6mpl

CO₂: 124g/km **Annual road tax:** £140



54 MERCEDES A-CLASS
Sad farewell to premium hatch for our man, who's fallen for its raft of tech.



56 NISSAN LEAF
Will fitting of home charger transform our EV experience?



Ahead of the field?

Refreshed Renault Kadjar takes on the class-leading Skoda Karoq and popular Peugeot 3008 in family SUV showdown

Pictures: Otis Clay

AE THE mid-size SUV sector is one of the most competitive in the business, and new models are always on the way to replace or revamp. This is, after all, a very popular type of car in 2019 and manufacturers are striving to meet the demands of more and more customers.

This time, it's Renault that is hoping to take over the top spot in the class with its latest update for the Kadjar. When it arrived in 2015 this model rose to the head of its market segment.

But in the years since, the French family SUV has been overtaken by rival cars from

Skoda and Peugeot. So if the facelifted Renault Kadjar wants to keep up with the competition, it needs to stand up to a close comparison with the Skoda Karoq, our current favourite car in this class, and the Peugeot 3008, another key rival that was a convincing class leader when it launched.

Both of these competitors offer an impressive mix of practicality, style, comfort and efficiency. Here we'll take a closer look at each model in order to find out which has the best blend of abilities and, of course, which represents top value for money.



Peugeot 3008 PureTech 130 Allure

Price: £26,375

Engine: 1.2-litre 3cyl petrol, 129bhp

0-60mph: 10.6 seconds

Test economy: 43.7mpg/9.6mpl

CO₂: 120g/km **Annual road tax:** £140



MODEL TESTED: Renault Kadjar TCe 140 S Edition

PRICE: £23,595 **ENGINE:** 1.3-litre 4cyl, 138bhp

AE RENAULT'S Kadjar has been updated with fresh engines and a subtle new look. We're testing the big-selling £23,595 TCe 140 S Edition.

Design & engineering

THE Kadjar's new engine is the main change with this refresh, because in the years since the car was launched, buyers have switched from mainly diesel to petrol power. That's why we're focusing on the new 138bhp 1.3-litre turbo petrol unit, although Renault has also updated its diesel engine range, which will be of interest to buyers who still do higher mileages.

The facelift involves new bumpers front and rear, along with LED lights at the back, but the exterior changes are pretty minor overall.

It still sits on the Renault-Nissan CMF platform, which is shared with one of its close rivals, the Nissan Qashqai. This has also seen updates to its engine range recently. The Kadjar uses pseudo-MacPherson struts at the front and a torsion beam at the rear, which is a typical set-up for this kind of vehicle.

On the inside, the update has added redesigned seats, a new armrest and cup-holders, plus new air-conditioning controls and, on our S Edition car, a seven-inch touchscreen infotainment display.

The screen includes DAB radio, Bluetooth, Android Auto and Apple CarPlay as standard, and S Edition trim also features 19-inch alloys, LED headlights, synthetic leather upholstery, keyless operation, front and rear parking sensors and a reversing camera.

Interior quality is good, if not quite up to the standard of its rivals here. The cabin doesn't have the material quality or visual flair of the Peugeot, or the solid feel or user-friendly design of the Skoda. There are some neat touches, such as the climate controls with small displays within the dials, and the seats are comfortable, but ultimately the Renault falls behind its two test opponents in this category.

Driving

WHEN it comes to the driving experience, however, the Kadjar is competitive. For a start, it's comfortable, partly thanks to the seats and partly to the well-engineered suspension set-up.

It sits in between its rivals here, although all three cars are pretty closely matched. The Renault remains composed and soft over small imperfections, while movements caused by larger potholes are well controlled. While the 3008 is just as good on most roads, it tends to crash into bigger bumps, where the Renault doesn't. The Skoda is the best of the three models, remaining neatly controlled on rough roads; still, the Kadjar isn't far off the Czech model.

Its new 1.3-litre engine is also strong, offering a good level of refinement. While it's very quiet at low revs, the Kadjar suffers slightly from road and wind noise at higher speeds, although the engine remains quiet – even if you rev it hard it's still smooth.

However, the Renault's motor doesn't relish being pushed particularly, so it's just as well that there's plenty of punch in the mid-range, which keeps things nice and relaxed.

The Skoda's 1.5-litre petrol unit is nearly as quiet and the 3008's engine is also great in a different way,

because its three-cylinder thrum makes it a more characterful motor when on the road.

The Kadjar took 9.9 seconds to go from 0-60mph in our tests, which was in between the 9.2 and 10.6 seconds the Skoda and Peugeot recorded respectively. That doesn't tell the whole story, though, because the Renault proved to be relatively brawny during our in-gear tests. It was quicker than both of its rivals from 30-50mph in third and fourth gears, as well as from 50-70mph in fifth and sixth.

Practicality

SPACE is obviously very important in a family SUV, so it's unfortunate that the Renault has the smallest boot of the three cars here, at 472 litres. The Skoda's variable boot is larger, at 479 litres in its smallest configuration, and it has a more uniform shape, while the 3008 boasts a versatile load bay, at 520 litres in total.

But the difference in size is not so big that you would be at a disadvantage day-to-day opting for the Renault – the revamped French SUV is still spacious and more than big enough for a family car inside.

There's an adequate amount of leg and headroom in the rear, while it's a bit lighter inside than the 3008 and the seats aren't as bulky, which means it's slightly roomier. But both fall behind the Karoq here; this car has the most room and feels the brightest in the back.

Ownership

IN the makers' chart of our Driver Power 2018 owner satisfaction survey, Renault finished in 24th position out of 26 brands, which was a poor result and some way behind Skoda, which ranked sixth, and 17th-placed Peugeot.

The Kadjar also falls behind for safety kit, because autonomous braking, which is a core safety feature in 2019, is missing, yet is fitted as standard on both rivals. However, you do get lane-keep assist, which is optional on the Karoq and standard on the 3008, but blind spot warning isn't available on the Renault.

Running costs

THAT lack of AEB pushes up insurance costs, because the Kadjar sits in the highest group of the three and will cost our example driver £492 a year in premiums, while the Skoda's quote was £376 and the Peugeot's was £418.

The 3008 was the most economical car on test, returning 43.7mpg, while the Renault managed 33.9mpg and the Skoda 38.9mpg. As a result of this, the Kadjar will cost the most at the pumps each year, at £1,931. Fuel bills for the Skoda and Peugeot come to £1,683 and £1,498 respectively.

Testers' notes

"As with most models in this class, the Kadjar is no driver's car. The steering is lifeless and there's moderate body roll in corners, so the Renault suits a more relaxed style from behind the wheel."



Sam Naylor Senior reviewer



Running costs

33.9mpg (on test)
£66 fill-up/£140 or 28% tax



Practicality

Boot (seats up/down)
472/1,478 litres



Performance

0-60mph/top speed
9.9 seconds/126mph



Braking

70-0/60-0/30-0mph
48.2/35.0/9.7m



Head and legroom in the back of the Kadjar are adequate



Boot is smallest on test, yet it's big enough for most families



On the road
New 1.3-litre engine is refined and offers decent performance. Kadjar is comfortable

THROUGH THE RANGE

Which trim level might suit you?

THE Kadjar TCe 140 is available in Play, Iconic, S Edition and GT Line trim levels.

The entry model comes with 17-inch alloys, cloth seats, climate control, a digital instrument cluster and a seven-inch touchscreen. It costs £280 a month on a three-year PCP deal limited to 10,000 miles per annum, with a deposit of £2,500.

Move up to the Iconic version and it adds Renault's R-Link 2 system with sat-nav, auto high beam, a reversing camera and 19-inch alloys for £305 a month. Our S Edition variant offers LED lights and a panoramic roof for £326 a month.

Top-spec GT Line features AEB and blind spot assist, both missing from other cars in the range where they're not even optional. It also adds a hands-free parking system and leather upholstery for £349 a month.

Our choice:

Kadjar TCe 140 Iconic

NEXT CAR →



Renault Kadjar

New engine is the highlight for facelifted SUV. We put it through its paces



Displays in the heating dials are a neat touch and quality of materials is good, however, the Renault still trails its rivals here



Digital instruments don't offer the number of display options found in some rival set-ups



Two-wheel-drive versions get an extended grip function and various driving modes



Kadjar performed well in our in-gear tests

MODEL TESTED: Skoda Karoq 1.5 TSI 150 SE L

PRICE: £25,660 **ENGINE:** 1.5-litre 4cyl, 148bhp

AE THE Skoda Karoq is our favourite mid-size SUV, so it's the car the Kadjar will need to beat if it is to take victory here. We're testing the Czech model in SE L form powered by Skoda's 148bhp 1.5-litre TSI petrol engine, which costs £25,660.

Design & engineering

JUST like both of its rivals, the Karoq is built using a widely used platform; in this case it's the Volkswagen Group's MQB set-up, which is shared with cars such as the VW Golf plus other SUVs, like the SEAT Ateca.

The 1.5-litre petrol engine is the most powerful in this test, producing 148bhp at 5,000rpm and 250Nm of torque from just 1,500rpm – 10Nm more than the Renault and 20Nm ahead of the Peugeot – partly thanks to it having a slightly larger capacity than rival engines. Yet the bigger engine didn't use more fuel than the Kadjar's during our test, so it appears there's little penalty for the extra power.

As with its rivals, the Karoq uses MacPherson struts at the front with a torsion beam at the back. Adaptive dampers are offered for £1,000. It's not necessary to add this option, because the set-up is well judged for British roads in passive form, although it's good to know that it's available.

The Skoda's interior is a close second to the 3008's here – the French car's cabin is superb. Yet the Karoq's neat, pragmatic design is elegant and more pleasing than the Kadjar's slightly muddled-looking dash.

SE L trim features an eight-inch touchscreen infotainment system with sat-nav, Apple CarPlay and Android Auto. Parking sensors, a reversing camera, autonomous braking, heated seats, adaptive cruise control, keyless go and LED headlights are also fitted, while material quality is the best in the test.

Driving

HAVING a more powerful engine meant that the Skoda was not surprisingly the quickest car from 0-60mph. It took just 9.2 seconds, 0.7 seconds ahead of the Kadjar and beating the 3008 by 1.4 seconds.

However, longer gearing ensured the Karoq fell behind its competitors in our in-gear tests, because its 4.6-second time from 30-50mph was slower than both rivals'. Still, in sixth it took 11 seconds flat to go from 50-70mph, only 0.2 seconds behind the Renault and 1.4 seconds ahead of the Peugeot.

There's enough performance, though, because the Skoda's 250Nm of torque is delivered low in the rev range, so you can keep revs down and change up early if you prefer, but the engine is still happy to be pushed.

The gearchange is by far the best of the three cars as well. While it has a light shift action, it's precise and has a mechanical feel, in contrast to the rubbery, disconnected feel you get from the French models.

That gearbox precision is matched by the Karoq's well-weighted steering, which is one of the reasons why the Skoda is the best driver's car of this trio. It's well controlled and doesn't suffer with body roll too much, yet the slightly firmer suspension set-up isn't uncomfortable. It doesn't crash into potholes like the 3008, although you'll notice smaller bumps more.

The Czech SUV has the best ride and handling balance, too, satisfying in both areas. The well-judged

steering also makes the Karoq easy to drive; when combined with good forward visibility, it's easy to place on the road and doesn't feel as large as its rivals from behind the wheel, despite being the same width as the 3008 and a little wider than the Kadjar.

Practicality

OUR SE L Karoq features 'Varioflex' rear seating, so the 60:40-split bench slides backwards and forwards to prioritise either load capacity or passenger legroom.

Even with the seats set back for maximum passenger space, the Karoq has more room in the boot than the Kadjar; there's 472 litres in the Renault, while the Skoda has from 479 to 588 litres in the back, depending on set-up. The 3008 falls in between our challengers, with a fixed 520-litre capacity. All three load bays are more than big enough for a few large suitcases, but the Skoda's versatility is welcome.

It's also more spacious in the back than the French duo, with lots of legroom and a taller roofline for extra headroom. Cabin storage is good, too, and the neatly laid-out interior means it's easy to live with.

Ownership

SKODA has been a strong performer in our Driver Power satisfaction surveys for years, and in 2018 it was sixth out of 26 firms in the makers' chart, well ahead of Renault in 24th and Peugeot in 17th. The brand also finished eighth in the dealers' poll, while Peugeot was 17th and Renault 27th out of 28, so the Karoq ownership experience is likely to be better.

All three models scored five stars in their Euro NCAP crash tests, and the Skoda offers autonomous braking, pedestrian detection and adaptive cruise control as standard. You can also add blind spot monitoring and lane-keep assist for £860, although these safety features are included on the 3008.

Running costs

WITH CO₂ emissions of 124g/km, the Karoq should be cheap to run, especially if you're choosing one as a company car. It sits in the same 25 per cent Benefit-in-Kind (BiK) tax bracket as the 120g/km Peugeot, yet because it has a lower list price, the Skoda will cost higher-rate earners £2,544 a year, next to the 3008's £2,616.

The Renault emits 136g/km of CO₂ and sits in the 28 per cent BiK bracket, so it will set a top-rate taxpayer back £2,614 in tax contributions. Again, it's the higher price that pushes up its company car tax, although nobody is going to be too concerned by a £2 difference between the two figures.

Testers' notes

"A total boot space of 1,605 litres means the Skoda has the most room inside if you fold all the seats down. The Renault and Peugeot offer 1,478 and 1,482 litres respectively."



Sean Carson Chief reviewer



Running costs

38.9mpg (on test)
£60 fill-up/£140 or 25% tax



Practicality

Boot (seats up/down)
479-588/1,605 litres



Performance

0-60mph/top speed
9.2 seconds/126mph



Braking

70-0/60-0/30-0mph
48.0/35.0/9.1m



Sliding seats let you prioritise either legroom or luggage space



Skoda's SUV offers a maximum of 588 litres of boot capacity



On the road
Skoda's torquy engine offers lots of pulling power, while the Karoq handles and rides well

THROUGH THE RANGE

Which trim level might suit you?

THE front-wheel-drive 1.5 TSI manual Karoq comes only in SE and SE L forms, because higher trim levels have auto gearboxes.

With a £2,500 deposit, on the same PCP terms as the Renault, a Karoq SE will cost you £326 a month, thanks to a £1,450 deposit contribution from Skoda. This trim option features climate and cruise control, parking sensors, AEB and 17-inch alloys.

The SE L model will cost £360 per month on the same finance terms, and comes with 18-inch alloys, sliding rear seats, heated front seats, front and rear parking sensors and a reversing camera.

Crucially, it also offers an eight-inch touchscreen infotainment system with sat-nav, Android Auto and Apple CarPlay. It's an excellent set-up and for most drivers will be worth the extra monthly outlay.

Our choice:

Karoq 1.5 TSI 150 SE L

NEXT CAR →



Skoda Karoq

We discover if our favourite choice in this competitive class still leads the way



Karoq's functional interior trails the Peugeot 3008's for design flair, but not quality of materials; there's not much in it here



Digital instruments are £450, replacing the standard dials to show info like nav maps



Eight-inch touchscreen has lots of features and works well. See Infotainment (Page 44)



Precise gearchange is the best in this test

MODEL TESTED: Peugeot 3008 PureTech 130 Allure

PRICE: £26,375 **ENGINE:** 1.2-litre 3cyl, 129bhp

AE THE 3008 is Peugeot's best SUV, so it's a strong competitor in this class. We're testing an Allure model (our pictures show a GT Line) to match the Renault and Skoda's specs, and it costs £26,375 with the PureTech 130 petrol engine in manual form.

Design & engineering

AS with its competitors in this group test, the 3008 uses a versatile platform in its construction, with the Peugeot based on the French firm's EMP2 architecture. It uses MacPherson struts at the front and a torsion beam rear axle, the same as its rivals.

Yet the 3008 differs from them with its engine, because the 1.2-litre unit is a three-cylinder rather than the four-cylinder motors in the Renault and Skoda. It's the least powerful engine, with 129bhp on tap, yet its torque figure of 230Nm is only 10Nm behind the Renault's output. Also, outright power is less important in these cars, which focus more on comfort and practicality, while the 3008 is also the lightest of the three models, at 1,320kg.

Where the 3008 really shines is with its interior, which is one of the best in its class. Material quality is mixed, with some cheaper plastics dotted around, but in the places that you come into contact with most frequently, it's great. The textile that runs across the dash and into the doors is a lovely touch.

Peugeot's second-generation i-Cockpit set-up is much improved and means there's a twin-screen layout in all models, with a 12.3-inch digital display in front of the driver and an eight-inch dashboard-mounted touchscreen. The i-Cockpit design features a small steering wheel, so while the driving position isn't ideal, it works better in the higher 3008 than it does, for example, in the 308 hatchback, which has the first generation of the maker's system.

The Peugeot is a little more expensive than its rivals here, but along with the twin screens, the 3008 has sat-nav, Android Auto and Apple CarPlay, climate control, cruise control and a reversing camera.

Driving

ON most roads the 3008 is comfortable, because it irons out smaller imperfections well. It's a solid performer on the motorway, too, and the engine remains pretty quiet at a cruise, which ensures the Peugeot is relatively refined.

But the suspension doesn't cope with bigger bumps as well as its rivals. The 3008 tends to crash into larger potholes, where the Kadjar and Karoq take them in their stride better. The Peugeot's soft suspension also introduces some body roll when cornering that isn't present in the Skoda, in particular, which reduces confidence on country roads. The small steering wheel doesn't help with that, either, because while the rack is fairly quick, the chassis feels less controlled as you turn the wheel.

It's something you get used to, however, but ultimately the 3008 isn't as good to drive as the Karoq. It does feel more alert than the Kadjar, but the Renault's steering is more natural.

The 3008 is best driven in a more relaxed way, then, but whatever your style behind the wheel, it does still suffer from a vague gearshift. At least

the engine is good fun, though, with an entertaining note and punchy performance.

The Peugeot matched the Skoda from 30-50mph in fourth gear at 6.1 seconds, yet both were beaten by the Renault's 5.3-second time. In fifth, the 3008 took 8.3 seconds to go from 50-70mph, only 0.1 seconds behind the Kadjar and 0.4 seconds ahead of the Karoq. This means that in the real world, the 3008 feels just as quick as both rivals, while it also offers good flexibility despite its less powerful engine.

Practicality

ACCESS to the Peugeot's rear seats is a little more compromised than in its competitors due to a lower roof, but it's not too much of an issue. Less space in the rear, partly due to the big front seats, is, though. Still, there's enough leg and headroom, and while it's as roomy as the Renault, it's obviously smaller than the Skoda.

Storage is okay, with some big cubbies and a large central bin. It can feel a bit snug in the front seats because of this, but there's still plenty of room. Its 520-litre boot is close to the Skoda's variable load bay, while it easily eclipses what the Kadjar offers in terms of load space and, therefore, practicality.

Ownership

PEUGEOT scored consistently in our Driver Power 2018 poll, ranking 17th in the manufacturer and dealers' sections. That was ahead of Renault, but way behind Skoda.

At least the 3008 has a five-star Euro NCAP rating, and boasts more safety kit than its rivals, because blind spot warning is standard, along with lane-keep assist, autonomous braking, parking sensors and a reversing camera. You'll have to pay an additional £860 to match that specification in the Skoda, and AEB isn't even an option on the Kadjar – you have to move up to a more expensive version to get that.

Running costs

OUR depreciation experts predict a residual value of 47.2 per cent for the Peugeot, which means it'll lose £13,926 and be worth £12,449 after three years and 36,000 miles.

The Karoq is estimated to retain 51.3 per cent, dropping £12,486 to a value of £13,174 in that time. The Renault has the lowest expected residual value, at 43.6 per cent, yet because it's initially cheaper to buy, it loses less than the Peugeot (£13,319). It's set to be worth £10,276 after three years.

On test, the 3008 returned 43.7mpg, the best figure here, and well ahead of the Kadjar's 33.9mpg. This makes up for its higher price and monthly PCP costs.

Testers' notes

"Rearward visibility can be a bit of an issue in the 3008, along with the slightly awkward driving position. However, some buyers will be happy to put up with that for the car's sharp styling."



Sam Naylor Senior reviewer



Running costs

43.7mpg (on test)
£64 fill-up/£140 or 25% tax



Practicality

Boot (seats up/down)
520/1,482 litres



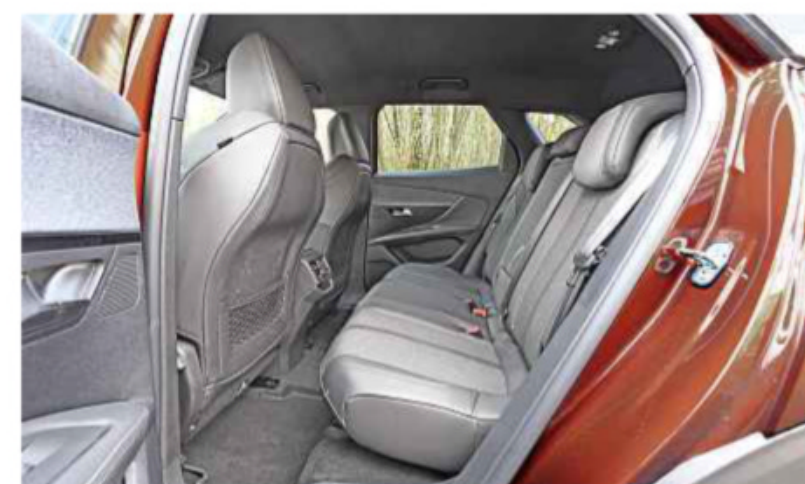
Performance

0-60mph/top speed
10.6 seconds/117mph



Braking

70-0/60-0/30-0mph
45.2/33.6/10.2m



Lower roof hampers access to the rear, but it's roomy enough



Boot has a 520-litre capacity, which isn't far behind the Skoda's



On the road
3008's soft suspension invites a relaxed driving style. Engine serves up adequate performance

THROUGH THE RANGE

Which trim level might suit you?

THIS 1.2-litre PureTech 130 petrol manual unit is available in Active, Allure, GT Line and GT Line Premium trim levels. With the same £2,500 deposit as its rivals, entry-level Active spec costs £347 a month.

This version still brings a digital dials, an eight-inch touchscreen with smartphone connectivity, autonomous emergency braking, climate control and parking sensors as standard.

Allure trim costs £379 a month on the same terms, but this model features blind spot and lane keep assist, a reversing camera, sat-nav and 18-inch alloys.

GT Line gets sportier looks, artificial leather upholstery, LED headlights and wireless phone charging, for £415 a month. GT Line Premium adds keyless go, massage seats and a panoramic sunroof for £456.

Our choice:

3008 1.2 PureTech 130 Allure

INFOTAINMENT, FIGURES & RESULTS →



Peugeot 3008

Can popular SUV take the fight to refreshed French rival? We find out



Peugeot's i-Cockpit dash layout divides opinion, but there's no doubting the design flair or the quality of the materials used



All models come with i-Cockpit set-up; this includes a set of digital instruments



3008's vague gearshift disappoints and takes away from some of the driving fun



Stylish switches sit below the infotainment

Infotainment

Which multimedia system is best for music, sat-nav & connectivity?

Renault Kadjar

R-Link 2 Standard

Key features: Sat-nav, smartphone link

score
3.8

THE Kadjar comes with Renault's R-Link 2 system as standard, but unlike the portrait-orientated display in the brand's Mégane, here it's a more common landscape screen. The unit features sat-nav, Android Auto and Apple CarPlay, plus DAB radio and traffic services.

While the smartphone integration works well here, the screen isn't as responsive as the Skoda's. It's pretty much on par with the 3008's similarly sluggish system, but the seven-inch screen is smaller and the graphics aren't as modern as either rival's. The Kadjar also comes with a digital instrument cluster, but it's largely fixed in terms of what it can show, so it's not as useful as the optional set-up on the Skoda or the 3008's i-Cockpit.

One frustrating aspect of the Renault's system is the touch-sensitive volume settings, but at least you can adjust the stereo from the stalk-mounted controls.

Skoda Karoq

Amundsen sat-nav Standard

Key features: Nav, WiFi, hi-res screen

score
4.2

AS part of the eight-inch Amundsen touchscreen display, the Skoda features sat-nav as standard. This is the best system here, with a pretty responsive screen that misses fewer inputs than either of the French cars' set-ups. The satellite navigation is also clear and easy to use, while Android Auto and Apple CarPlay work best in the Karoq, too, thanks to the bright, high-resolution screen.

You get a year's subscription to Skoda's online services included as standard as well, and there is even a mobile WiFi hotspot thrown in for your passengers to use.

Skoda offers the option to upgrade to a 9.2-inch Columbus system for £1,510, but that's very pricey considering the eight-inch unit has everything you really need. There's also a £450 Virtual Cockpit display, which has digital dials and can show sat-nav directions and other data, just like the Peugeot's i-Cockpit set-up.

Peugeot 3008

i-Cockpit Standard

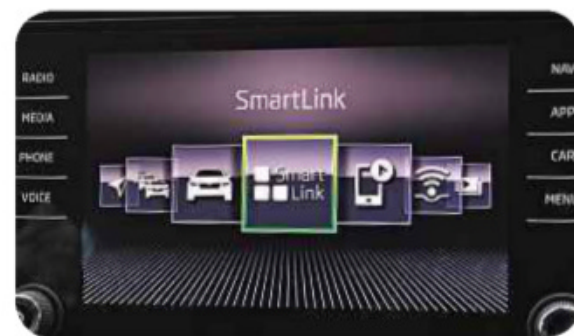
Key features: Twin screens, sat-nav

score
4.0

EVEN entry-level 3008s have a 12.3-inch dash display and an eight-inch touchscreen as standard, which is great. You also get Apple CarPlay and Android Auto, and you only need to go up one trim to Allure for sat-nav, too.

The system isn't as responsive as the Skoda's, though, and it's slow to load when you select a new function. Also, you can't even access air-con controls until the system has warmed up, and have to exit the map or media to simply change the temperature, which is annoying.

It's a pain to use while on the move, too, although being able to adjust some settings using the screen behind the steering wheel relieves this somewhat. We just wish there were more physical buttons, like in the Karoq, so you don't have to take your eyes off the road so often. The large standard digital dash is excellent and looks modern, so the 3008 still scores well here.



Display Renault's R-Link 2 infotainment includes sat-nav, DAB radio and phone connectivity, yet it can be slow to operate and the screen isn't very responsive

Screen Eight-inch Amundsen set-up is the best on test, with nav and WiFi included. It also responds quickly to inputs, while the display is clear and has a high resolution

Infotainment Peugeot's i-Cockpit digital twin-screen system has lots of features, but is hampered by slow loading times and a lack of physical buttons

FOR AND AGAINST

- ➕ Sat-nav and smartphone link standard, digital dash display, plenty of features
- ➖ Touchscreen isn't as responsive as the Skoda's, display is quite small




FOR AND AGAINST

- ➕ Lots of features, responsive screen, sat-nav is standard, digi dash option
- ➖ Screen collects fingerprints easily, touchscreen hard to use on move

FOR AND AGAINST

- ➕ Large digital instrument cluster, sat-nav, smartphone connectivity
- ➖ i-Cockpit still won't be to all tastes, system is slow to load

Figures

	 Skoda Karoq 1.5 TSI 150 SE L	 Peugeot 3008 PureTech 130 Allure	 Renault Kadjar TCe 140 S Edition
On the road price/total as tested	£25,660/£28,200	£26,375/£26,375	£23,595/£24,395
Residual value (after 3yrs/36,000)	£13,174/51.3%	£12,449/47.2%	£10,276/43.6%
Depreciation	£12,486	£13,926	£13,319
Annual tax liability std/higher rate	£1,272/£2,544	£1,308/£2,616	£1,307/£2,614
Annual fuel cost (12k/20k miles)	£1,683/£2,805	£1,498/£2,497	£1,931/£3,218
Insurance group/quote/road tax cost	15/£376/£140	16/£418/£140	19/£492/£140
Servicing costs	£342 (2 years)	£425 (3 years)	£299 (3 years)
Length/wheelbase	4,382/2,638mm	4,447/2,675mm	4,449/2,646mm
Height/width	1,603/1,841mm	1,624/1,841mm	1,613/1,836mm
Engine	4cyl in-line/1,498cc	3cyl in-line/1,199cc	4cyl in-line/1,333cc
Peak power/revs	148/5,000 bhp/rpm	129/5,500 bhp/rpm	138/5,000 bhp/rpm
Peak torque/revs	250/1,500 Nm/rpm	230/1,750 Nm/rpm	240/1,600 Nm/rpm
Transmission	6-speed man/fwd	6-speed man/fwd	6-speed man/fwd
Fuel tank capacity/spare wheel	50 litres/£150	53 litres/space saver	55 litres/£150
Boot capacity (seats up/down)	479-588/1,605 litres	520/1,482 litres	472/1,478 litres
Kerbweight/payload/towing weight	1,373/537/1,400kg	1,320/590/1,400kg	1,333/556/1,500kg
Turning circle	10.2 metres	10.7 metres	10.7 metres
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	3yrs (60,000)/1yr	3yrs (60,000)/3yrs
Driver Power manufacturer/dealer pos.	6th/8th	17th/17th	24th/27th
NCAP: Adult/child/ped./assist/stars	93/79/73/58/5	86/85/67/58/5	89/81/74/71/5
0-60/30-70mph	9.2/12.2 secs	10.6/9.9 secs	9.9/9.1 secs
30-50mph in 3rd/4th	4.6/6.1 secs	4.1/6.1 secs	3.7/5.3 secs
50-70mph in 5th/6th	8.7/11.0 secs	8.3/12.4 secs	8.2/10.8 secs
Top speed/rpm at 70mph	126mph/2,250rpm	117mph/2,500rpm	126mph/2,400rpm
Braking 70-0/60-0/30-0mph	48.0/35.0/9.1m	45.2/33.6/10.2m	48.2/35.0/9.7m
Noise outside/idle/30/70mph	72/43/61/70dB	68/52/60/71dB	63/42/65/73dB
Auto Express econ. (mpg/mpl)/range	38.9/8.6/428 miles	43.7/9.6/ 509 miles	33.9/7.5/410 miles
WLTP combined mpg	37.7-40.9mpg	38.8-44.2mpg	42.2-44.1mpg
WLTP combined mpl	8.3-9.0mpl	8.5-9.7mpl	9.3-9.7mpl
Actual/claimed CO ₂ /tax bracket	168/124g/km/25%	149/120g/km/25%	193/136g/km/28%
Airbags/Isofix/park sensors/camera	Seven/yes/yes/yes	Six/yes/yes/yes	Six/yes/yes/yes
Auto box/lane-keep/blind spot/AEB	£1,030/ £860* / £860* /y	£1,600/yes/yes/yes	£1,500/yes/no/ no
Clim/cruise ctrl/leather/heated seats	Yes/yes/£250/yes	Yes/y/£1,490/£560	Yes/yes/synthetic/no
Metallic/LEDs/keyless go/pwr tailgate	£595 /yes/yes/ £500	£575/£850/£350/£750	£580 /yes/yes/no
Nav/digi dash/DAB/connected apps	Yes/£450/yes/yes	Yes/yes/yes/yes	Yes/yes/yes/yes
Wireless charge/CarPlay/Android Auto	No/yes/yes	£120/yes/yes	£180/yes/yes

RESIDUAL VALUES

LOW list price and high predicted residual values mean the Skoda is set to lose the least money after three years.

BIGGEST BOOT

SLIDING rear seats are very useful when you need legroom or extra boot space. With them set forward there's lots of room in the Karoq's load bay.

DRIVER POWER

CZECH brand scored highly in our 2018 satisfaction poll, so the ownership prospects are strong compared with rivals' poorer performances.

EQUIPMENT

IT'S a shame that lane-keep and blind spot assist are extra, but parking sensors are standard, along with heated seats and AEB.

ENGINE

3008's three-cylinder motor is punchy and efficient, plus it's quiet on a cruise. Performance is acceptable, too.

PERFORMANCE

DESPITE losing out to rivals in our 0-60mph sprint, the 3008 matched the Skoda from 30-50mph in fourth gear and beat it in third.

RANGE

A DECENT-sized fuel tank and strong economy mean that the Peugeot can travel the furthest between fills, with a 509-mile range.

INSURANCE

LACK of AEB in this model raises insurance premiums, while the Renault was also the least economical car.

MOTOR

NEW 1.3-litre engine is a high point for facelifted Kadjar, because it's quiet yet delivers strong in-gear performance.

EQUIPMENT

THE Renault is missing some key options, such as AEB and heated seats. It's still good value, though, especially on PCP finance.

Results

**SKODA**

IT'S another victory for the Karoq, because it's still the best all-rounder in this class. It rides smoothly, yet is also the most enjoyable car to drive. The sliding seats mean it has the most boot space, but also plenty of rear legroom, while the standard infotainment system is excellent. It's great value, too, with all the kit you really need included. Running costs are kept low by the efficient engine and strong residuals.

**1st****PEUGEOT**

THE 3008 still wows with its high-quality interior and hi-tech infotainment, which is standard on every car in the range. It's not a one-trick pony, either, because the Peugeot is comfortable, spacious and cheap to run. It loses out here because its ride is less consistent than the Skoda's, it's more expensive and the interior is a bit more cramped. It's not by much, though, and the 3008 is still one of the best cars in this class.

**2nd****RENAULT**

THANKS to its new engine, the Kadjar is now even more competitive in this sector. It's quiet, smooth and delivers solid performance, yet the ride is also smoother over bumps than the 3008's. It's well priced, but the equipment spec can't match rivals', and the interior isn't as upmarket as theirs, either. It's third place for the Renault, but the facelift was still a success in many ways.

**3rd**

AEB = Autonomous Emergency Braking. *Part of options pack. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Rivals

Other options in this category...

Citroen C5 Aircross PureTech 130 Flair
PRICE: £25,325 ENGINE: 1.2-litre 3cyl, 129bhp

CITROEN'S new C5 Aircross has the same platform and engines as the 3008, but with its own typically French styling inside and out. It has a soft ride and is well equipped, but isn't as good to drive as its rivals, although it has an even bigger boot than the Skoda.

**Toyota C-HR 1.2 Excel**
PRICE: £25,600 ENGINE: 1.2-litre 4cyl, 113bhp

IF you prefer the Japanese approach to family SUVs, the Toyota C-HR is a fine choice. It's great to drive and rides smoothly, too, plus it's well equipped. However, it's quite cramped in the back and the engine isn't as powerful as rivals' motors.



HEAD-TO-HEAD TEST

Lexus RC vs Audi A5

Lexus RC 300h

Updated exec coupé looks to make an impact with mix of hybrid tech and typical Lexus quality

TO ape the brand's flagship LC coupé, Lexus has facelifted its RC, introducing a refreshed look closer to its big brother's. The firm also claims interior refinements make the RC even better to spend time in.

It's a hybrid; Lexus calls it 'self-charging', but in reality this means it's not as flexible as the growing group of plug-in models, which boast stronger efficiency credentials. This petrol-electric powertrain should be easy to get along with, though, and will help keep running costs to a minimum. Factor in Lexus build quality, a four-seat cabin, plus lots of kit in top-spec Takumi trim, and this will be a close contest.

FOR AND AGAINST

- +** **For:** Refinement on the motorway, cabin quality, lots of standard kit
- **Against:** Infotainment is frustrating, still doesn't feel sporty, more cramped than A5

Design

Beneath the cutting-edge looks, RC uses hybrid power to help lower running costs

FIGURES

Lexus RC 300h Takumi

Price: £45,800
Engine: 2.5-litre 4cyl petrol/electric motor
Power/torque: 220bhp/N/A
Transmission: CVT automatic, rear-wheel drive
0-60mph/top speed: 8.2 seconds/118mph
Test economy: 44.2mpg/9.7mpl
CO₂/tax: 114g/km/£440
Options: Special finish paint (£920)

Length/wheelbase: 4,695/2,730mm

Height/width: 1,395/1,840mm

Boot space: 340 litres

WHAT WE LOVE



Refinement

RC's powertrain seems more subdued, while ride quality is plusher, too, so it's acceptable as long as you don't push it too hard



Hybrid takes on diesel in a battle of cool coupés as Lexus's revised RC faces the established Audi A5

AE THE competition is tough in the coupé sector, so Lexus has revitalised its RC with spruced-up styling and more kit. There's also a different trim range, which includes this new, top-spec Takumi model to follow in the footsteps of the luxury LS limo and ES exec saloon. In this class efficiency is still important, though; that's why the Lexus is facing off against the Audi A5 in 40 TDI

S tronic Black Edition guise. The A5 is a former winner of our Best Coupé crown, and blends quality with technology, performance with efficiency and handling prowess with comfort, so this is still the car the Lexus has to beat.

But with a shift in the market meaning a petrol hybrid like the RC 300h is now more attractive than ever, it's got plenty in its arsenal to take on the diesel A5 Coupé.

Audi A5 Coupé 40 TDI

Past winner of our Best Coupé crown still ticks all the boxes. Does diesel model come out on top?

THE A5 conforms to the recipe that has made Audi so successful. It might not have the Lexus's design flair, but it's an attractive body that clothes a thoroughly engineered chassis, powertrain and interior.

However, the A5 Coupé uses a 2.0-litre turbodiesel engine. There's slightly less power but similar CO₂ emissions, and although this Black Edition model doesn't offer quite as much kit as the Takumi-spec RC, the A5 is cheaper. Add some options and the price is closer to parity. It'll come down to kit, cost, performance, efficiency, tech and practicality, because these two-doors have to cover many bases.

FOR AND AGAINST

- +** **For:** Interior quality and technology, more spacious than the RC, better and more sporty to drive
- **Against:** Not quite as efficient, diesel can be noisy, not as much standard kit (although cheaper as a result)

FIGURES

Audi A5 Coupé 40 TDI Black Edition

Price: £41,755
Engine: 2.0-litre 4cyl diesel
Power/torque: 187bhp/400Nm
Transmission: Seven-speed dual-clutch automatic, front-wheel drive
0-60mph/top speed: 7.4 seconds/150mph
Test economy: 40.9mpg/9.0mpl
CO₂/tax: 118g/km/£450
Options: None

Length/wheelbase: 4,673/2,764mm
Height/width: 1,371/1,846mm
Boot space: 465 litres

WHAT WE LOVE



Cabin

While RC has a high-quality interior, the A5's just shades it. Even though it's a few years old, the tech inside still easily has the measure of the Lexus



Stylish

Attractive but restrained body cloaks a performance model that's packed with tech



1st Audi A5 40 TDI

Two years after it arrived, the A5 Coupé still has what it takes to see off Lexus's newcomer



AE IT doesn't seem like two minutes since Audi launched this second-generation A5 Coupé, but more than two years have passed since we first tested the car. Its fresh feel is thanks to the advanced interior, which was easily the best in its class when the A5 was launched, and is still right up there thanks to the technology on offer.

While newer models from the brand might have even more digitisation, the multimedia set-up is still easily the better of the two cars'. It includes a large 8.3-inch central screen and a 12.3-inch Virtual Cockpit digital dash display.

Cabin quality is also excellent. Black Edition trim gets the same half-leather, half-Alcantara sports seats as the S line model shown in our pictures, while the rest of the materials inside are soft and have a comparable level of quality to the Lexus. In fact, the areas of cheaper plastic are better hidden in the A5 than in the RC.

There is a 'but', though. While the 40 TDI Black Edition model is £4,045 cheaper than the RC 300h Takumi, it has less equipment. You'll have to specify Audi's £1,295 Comfort and Sound pack, which adds keyless operation and an upgraded Bang & Olufsen audio system, to match the RC's Mark Levinson unit. Then there's full leather upholstery for £800. If you want the seats heated they're another £300, or it's £200 for them to be electrically adjustable.

Adaptive cruise is part of the £1,250 Driver Assistance Pack – Tour, which adds more safety tech. Spec these and it brings the price up to a more comparable £45,600. Even then, though, the Audi is cheaper and better than the Lexus in many areas.

One of those is how the A5 drives. It feels sharper, keener to change direction and more alert, but not at the expense of comfort or refinement. The same is true of the engine. While the diesel does grumble more than the smoother petrol-electric option in the Lexus, rev that powertrain and it's noisy, too.

The 187bhp 2.0-litre four-cylinder turbodiesel unit is strong and delivers good slugs of torque from low down to boost performance. Off the line the Audi beat the RC, taking 7.4 seconds to cover 0-60mph. The advantage wasn't so great from 30 to 70mph through the gears, where the car clocked 6.5 seconds.

Audi's MLB evo platform is solid and the damping is relatively fluid. A sportier set-up means it's firm, yet rides nearly as well as the RC. But it has the edge in bends, with less roll, more grip and a more reassuring feel. You can add quattro four-wheel drive for £1,835 if you want extra traction. It's not entirely necessary because the front-wheel-drive A5 is controllable.

VERDICT ★★★★★

THE A5 is ageing, but it's still a fine coupé. Performance is strong, while it's agile and comfortable enough. But its real depth lies in the quality of the cabin and the tech on offer. It's also roomier and more practical than the Lexus, cheaper (even when you add the options) and better to drive.



score
3.9

DRIVING

Low-down diesel torque still makes sense in a car like this. It might not be as clean, but if you cover mostly motorway miles the A5 40 TDI will still be a better, more efficient choice.

GEARBOX The S tronic dual-clutch transmission is better than the Lexus's CVT. It gives a greater connection to the powertrain, so the A5 is more enjoyable to drive. It's smooth shifting in auto mode and snaps nicely in response to manual changes.



score
3.7

RUNNING COSTS

If you're buying on PCP then it's worth considering that Audi is offering a sizeable £5,000 deposit contribution, no doubt encouraged by the fact diesel sales are slumping. Hybrids are becoming more popular.

RESIDUALS The A5 trails behind the Lexus for residual value. Our experts predict the RC will retain 48 per cent of its list price after three years and the Audi 47.2 per cent, which means depreciation of £23,802 and £22,030 respectively.



score
3.6

PRACTICALITY

The A5's 465-litre boot eclipses the RC's relatively poky 340-litre load bay. The Lexus has to carry a big battery pack in its chassis, while the Audi doesn't; this makes the A5 the more practical choice.

CABIN SPACE Audi's practicality is helped by a roomier interior, too. The lower dash line and simpler facia create a greater feeling of space in the front seats, plus there's more storage, while both head and legroom in the rear are stronger in the A5. The Lexus's roofline means even average-height passengers will have to bend their necks, and there's less legroom to the thicker seats in front of you.





Infotainment

Upgraded infotainment and digital dials pack is a worthwhile option and matches the high-quality feel of the A5's interior

Transmission

Dual-clutch S tronic gearbox trumps the RC's CVT. It works well in auto or manual modes

Interior

Low dash makes the Audi seem more spacious inside. Build quality is great as well



Running costs

40.9mpg (on test)
£51 fill-up/£450 or 28% tax



Performance

0-60mph/top speed
7.4 seconds/150mph



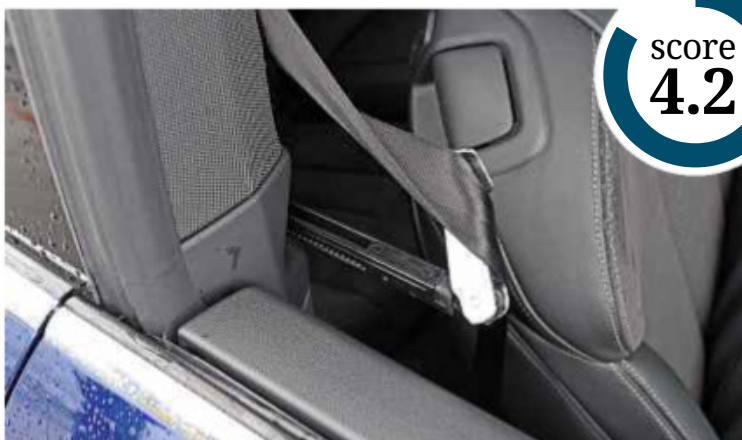
Practicality

Boot space
465 litres



Braking

70-0/60-0/30-0mph
45.8/32.7/9.1m



score
4.2



INTERIOR & TECH

Our car's upgraded infotainment cost £1,395 as part of the Technology Pack, which adds an 8.3-inch screen and a 12.3-inch digital dash. It's a worthwhile upgrade, with wireless charging and connected services also included.

CONNECTIVITY Sat-nav, CarPlay and Android Auto feature in the A5, so owners can link their phones and use those packages instead. The apps work well, as does the standard system, which is much easier to explore than the RC's set-up.

OWNERSHIP

There is less safety tech with the Audi. AEB features, but for lane-keep assist, cross traffic alert and a system that helps you in an avoidance manoeuvre you'll need to spec the £1,250 Driving Assistance Pack – Tour.

BRAND IMAGE A5 scored a full five Euro NCAP stars, but Audi was only 18th in our Driver Power makers' poll, while the firm's dealers were 22nd, both well behind Lexus.

score
3.7

THROUGH THE RANGE

Which trim level suits you?

THE A5 line-up has been tweaked over the years so that the trim line-up now consists of Sport, S line, Black Edition and the range-topping Vorsprung model.

Sport features sat-nav, a seven-inch screen, climate control, CarPlay and Android Auto, Bluetooth, DAB and parking sensors. With a £4,500 deposit, you'll pay £458 per month based on a three-year PCP deal limited to 10,000 miles per year.

Stepping up to S line adds racier looks and interior trim, as well as different alloy wheels and sports suspension, for £489 per month.

Black Edition trim features 20-inch alloys, a different interior styling pack and tinted windows, and costs £520 per month on the same terms.

Vorsprung spec requires very few extra pieces of kit, because almost everything is included as standard, such as a Virtual Cockpit and matrix LED lights. But at £760 a month, it's pricey.

Our choice:
A5 40 TDI S line

NEXT CAR →

All offers and finance prices correct at time of going to press

2nd Lexus RC 300h

Hybrid coupé is much improved. It's just a pity it isn't sportier, while its infotainment is still poor

AE THE RC's recipe hasn't fundamentally changed. It's still based on the same platform and powered by a 2.5-litre non-turbo petrol engine working in conjunction with an electric motor to help improve performance and efficiency.

Lexus has enhanced the car's appeal by carrying out myriad incremental tweaks. These cover the looks, interior, suspension, steering and the safety kit on offer (although sadly, the infotainment has escaped any meaningful revisions), and the changes have certainly given the coupé a boost.

Let's start with the engine. The 300h powertrain is a known quantity and Lexus is improving its technology, but it's still not perfect. As with many of the brand's hybrid units, because it features a CVT automatic transmission that does away with gears, things get noisy if you use full throttle.

Due to a quirk of the CVT, it holds the revs high to maximise acceleration. This is good, too; the RC took a respectable 8.2 seconds to cover 0-60mph, given that it's 246kg heavier than the A5, while its time from 30 to 70mph was just in touch with the Audi's, at 7.4 seconds. Lay off the accelerator, squeeze it gently and try to maximise the electric motor's help, and it's more relaxed without too much of a drawback when it comes to performance.

Trying to keep it in EV mode is a fruitless task, though. This Nickel-metal hydride battery doesn't have the same capacity as a PHEV's cells, so it's more for help around town and to bolster the petrol unit under load. Adapt your driving style and you'll get the best from it, but then this does detract from the performance element a coupé like this has to offer.

It steers and rides fairly sweetly; it's a little less lumpy than before, but the engine's relatively relaxed vibe extends to the chassis. Sadly, so does its reluctance to be pushed hard.

The steering is a nice weight but not as precise as the Audi's, while there's not as much grip to exploit, either. This is due to the suspension damping. It's clearly softer, leaning over more in corners, although the compliance means there's comfort on offer. Hit a bump hard and the car thumps – a trait the A5 isn't immune from.

It's obvious that the RC isn't as dynamic, but its focus is arguably more on comfort and refinement than agility and fun. Here it does at least succeed.

That's helped by the standard equipment spec in Takumi trim. This top model gets lots of safety kit, parking sensors and a reversing camera. There's also a 10.3-inch sat-nav system with Bluetooth, climate control, heated and ventilated electric leather sports seats, 19-inch alloy wheels and LED lights.

VERDICT ★★★★★

THE RC is improved and still boasts the quality and refinement we expect from Lexus. But the terrible level of tech we're also used to hasn't been addressed. While it's comfortable, efficient and very well equipped, it's not as spacious or as practical, so has to give best to the A5.



score
3.8

DRIVING

RC clearly isn't as sporty as the A5, as shown by its chassis and steering. The brake feel is also annoying because the Lexus's regenerative set-up gives a spongy then overly solid characteristic to the brake pedal travel.

BOX There are no gears, so you never get caught in the wrong one, and acceleration is okay for mid-speed bursts. But you wait for the CVT to adjust revs for maximum pace, which can take as long as a downshift in the A5.



score
3.9

RUNNING COSTS

Here's where a hybrid comes into its own. The RC returned 44.2mpg, while the A5 managed 40.9mpg. With diesel more expensive than petrol, annual fuel costs will be £1,474 and £1,717 respectively.

BiK The Lexus doesn't incur the diesel surcharge, so its 114g/km CO₂ emissions put it in the 23 per cent tax bracket, and higher-rate company car drivers will pay £4,194 per year. The 118g/km A5 is in the 28 per cent band, costing £4,647.



score
3.4

PRACTICALITY

Don't expect to be able to travel around town in EV mode. The RC's zero-emissions range is limited and it's hard to keep it on electric power only. Hybrid system should deliver decent economy in built-up areas, though.

FEATURES There's more than just passenger space and luggage room to a car's practicality. The Lexus's visibility isn't quite as good, so it's not as easy to park; that's despite a standard reversing camera, which has grainy graphics. This brings us on to infotainment, which, as in other Lexus models, is really frustrating to use. The interface is poor and unintuitive, the menu layout is complicated and the system lacks connectivity.





Infotainment

This is the RC's Achilles' heel. The system is frustrating to use, while Apple CarPlay and Android Auto connectivity isn't offered, either

Interior

Cabin quality is great and mostly a match for the A5's. Dash display shows hybrid system's power distribution

Transmission

With no ratios to worry about, the CVT auto helps offer performance once under way, but there can be a lag as it adjusts the revs



Running costs

44.2mpg (on test)
£79 fill-up/£440 or 23% tax



Performance

0-60mph/top speed
8.2 seconds/118mph



Practicality

Boot space
340 litres



Braking

70-0/60-0/30-0mph
49.9/36.7/9.2m



score
3.6



INTERIOR & TECH

The Lexus's 10.3-inch screen gets sat-nav and Bluetooth for calls and music streaming, but this is the extent of the connectivity. There is no Apple CarPlay or Android Auto, while wireless charging isn't offered, either.

TECH Adaptive cruise, traffic sign recognition, auto high beam for the LED lights and other safety tech is standard. That means the RC should be easy to live with, apart from the infotainment. The 17-speaker Mark Levinson stereo is great, too.

OWNERSHIP

Autonomous braking, eight airbags, blind spot monitoring, cross traffic alert and a reversing camera are included, but there are no upgrades for top-spec Takumi trim. The RC scored a five-star Euro NCAP rating.

DRIVER POWER

Lexus traditionally performs strongly in our satisfaction survey. The brand was first in the makers' chart and in the dealer section of the poll.

score
4.1

THROUGH THE RANGE

Which trim level suits you?

THE RC is only available with the 300h hybrid powertrain because Lexus has dropped the petrol-only 200t model.

However, there are three trim levels in the revised coupé range, starting with the entry-level RC 300h.

With a £2,000 deposit contribution, this costs £570 per month based on the same terms as the A5. It features AEB, adaptive cruise, climate control, parking sensors and a reversing camera, Bluetooth, heated seats, LED lights and satellite navigation.

You don't get leather upholstery on that model, so we'd go for F Sport spec instead. This adds larger 19-inch alloy wheels, leather sports seats, racier looks and different trim for £641 per month.

The top-spec Takumi model we tested features even more safety equipment, including blind spot monitoring and cross traffic alert, as well as more luxurious leather trim and a sunroof for £726 per month.

Our choice:
RC 300h F Sport

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Darren Wilson

Darren_Wilson@dennis.co.uk

Running costs

33.1mpg (on test)
£56 fill-up/£140 or 25% tax



AE OUR A 200 is heading back to Mercedes shortly, and my family and I are gutted. Regular readers might be surprised by that. After all, I've struggled to return a decent urban mpg figure over the six months I've been running the car and questioned whether the ride and performance match the drive modes or live up to its sporty styling (in particular the stunning interior design and tech).

But what I have learned is that the A-Class perfectly suits my city lifestyle. It turns out I'm far more bothered about premium design and tech than I expected and less fussed about daily performance. In fact, I'm a sucker for the augmented navigation, active voice control (that works!) and ambient lighting.

If the A-Class were judged on its interior and technology alone it would be a five-star car all day long. Inside, it's comfortable and luxurious with high-quality detailing and materials you'd expect from a Mercedes. But it's the tech that's generated the real wow factor among friends and family. In six months it has attracted more comments and questions than any other model I've ever run.

I think this is as much to do with people's genuine surprise in the quality of the screens and beautifully designed gadgets in a family-sized hatchback, even if it is from a premium brand. It almost doesn't look big enough to warrant the standard of tech. Passengers get in thinking compact family hatch and climb out expecting a red carpet.

I'm not daft and am aware that all of this comes at a price. The Premium package alone

costs £2,395 and features twin 10.25-inch screens, heated seats, keyless operation and ambient LED lighting. Augmented nav is another £495, and bumps up this A 200 to more than £31k. But in my case, when I spend most of my quality car time in traffic or on motorways, it might be an investment worth considering. Now giving lifts in Dad's taxi is as much a pleasure for me as it is for my kids.

One of the best things about the tech is the choice you get for configuring those two hi-res displays. From the design of the dials to the media set-up, there are numerous options from rev counters to eco readouts.

I like the tiny touch-sensitive buttons on the steering wheel, while I can use the responsive trackpad between the front seats, or even the touchscreen on the main centre display. I suspect if you spoke to 10 different A-Class owners they would configure their infotainment system in 10 different ways. I've even been seduced by the calming mood lighting and the attentive voice control.

Let's be honest, it's usually a gimmick and patchy at best, but this voice system works. It's enabled with the keyword 'Mercedes' then a command. It's excellent for switching radio stations and calling contacts fully hands-free.

Another winner is the augmented nav. A mixture of maps and signposts set over real-time video of junctions and roundabouts ahead, it's surprisingly useful. But the thing I really love is the camera's ability to capture a widescreen view of crossings when you're in traffic. Talking of views, the A-Class has a low



INTERIOR

Twin digital screens and high-grade finish inside give A-Class an upmarket feel that adds to calming influence on the road

Mercedes A-Class

FINAL REPORT We're going to miss our sporty, tech-packed hatchback



FINGERTIP CONTROLS

Scrolling through myriad screen menus is easy on the touch-sensitive steering wheel buttons. If you get lost in the options, just press home

Essentials

Mercedes A 200 AMG Line DCT

On fleet since: October 2018

Price new: £28,930

Engine: 1.3-litre 4cyl petrol, 161bhp

CO₂/tax: 123g/km/£140

Options: Premium package (£2,395), Advanced Navigation package (£495), Aluminium trim (£120)

Insurance*: Group: 24 Quote: £792

Mileage/mpg: 5,187/33.1mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



“If the A-Class were judged on its interior and technology alone it would be a five-star car all day long”



STYLE AND COMFORT High-quality materials feature inside. Brushed metal and red-stitched Artico man-made leather mix with gadgets such as heated seats for strong comfort



LIGHTING Premium Package features 64-colour ambient lighting. At first Darren's family blended rainbow colours across the cabin. He settled on calming pale blue and green



FUTURE PROOF Mercedes comes with USB-C slots, but there's also an adaptor for older USB cables. Darren syncs music by Bluetooth, instead of CarPlay, then scrolls on the trackpad

“Being able to see traffic lights and the area beyond the A-pillars on screen is genius”

driving position, so being able to see traffic lights and the area beyond the A-pillars on screen is genius for a car used in traffic daily.

There is far more to the Mercedes than just its clever tech, though. It's spacious and comfortable enough for my family of four, and is manoeuvrable in town. It's simple to park, too. Multi-storeys are easier to navigate and less challenging than ever.

We pack light for holidays, so the 370-litre boot accommodated our luggage without

too many compromises, either. So what are the drawbacks? Urban economy hasn't been great, at 29.7mpg. With a concerted effort using the model's eco displays and some careful coasting, I've lifted it to 33.1mpg overall and it peaked at 45.6mpg after piling on some motorway miles.

Both my wife and I find the A-Class's powertrain has a split personality. It's sluggish, so you push the throttle harder, only then it kicks down and races away like a rocket. We tried different drive modes, but never really got the balance of a smooth departure nailed down. That's about all we've got to grumble about, though.

I have one more weekend break with 'our Mercedes'. It's tempting not to come back, because whatever I'm driving next will certainly have a tough act to follow.



Second opinion

“The powertrain isn't one of the A-Class's strong points, but it handles well, with pointy steering and decent body control. Yet this comes at the expense of comfort, because the Mercedes' ride is firm.”



Sean Carson Chief reviewer



WE DON'T While Darren finds A-Class's compact proportions ideal for town driving, the obvious drawback of the lower ride height is that he has to slow right down to pass over speed bumps

Auto Express Verdict

I'M really sad to say goodbye to the A-Class. It perfectly suits my family's lifestyle, with compact dimensions but enough space. The bonus is luxury and stylish design. I'll particularly miss the first-class interior and tech.





Taking the lead
Home charging has meant Stuart hasn't really needed to use public points to top up the Leaf's battery



Nissan Leaf

FIFTH REPORT Home charging and low running costs make EV hatch a hit



Stuart Milne
Stuart_Milne@dennis.co.uk

AE I SUSPECT that, like many people, I was slightly apprehensive about making the switch to a pure-electric car. I was anxious about the range, given the relatively small number of public charging points around East Anglia, where I spend most of my free time. The first couple of weeks were taken up poring over potential charge point locations on the excellent Zap-Map mobile app.

Then, at a stroke, that anxiety evaporated with the installation of my Pod Point wallbox charger. To say that this has transformed my experience of the car is an understatement. The knowledge that I can climb into an EV with a battery that's full every morning is as satisfying as it is comforting.

The whole installation process was extremely straightforward. The deal was done over the phone and a fitter was with me just over a week later. Ian, one of Pod Point's team of installers, was extremely helpful and the whole job took a little over two hours – about average for an uncomplicated installation like mine.

His first job was to check my home's earthing connection, having already identified an iffy connection to an earthing

rod. Fortunately, this had long been disconnected and relocated, which was great news because problems with earth connections can delay installations by days, weeks or even months. Safety is key here when you're going to have a lot of current flowing into your house and back out to charge a car.

The whole job went without a hitch. Ian explained that since the start of the year, all wallboxes have had something called a fuse saver, which can throttle back the power supplied to the car to avoid blowing fuses should other electricity-hungry systems, such as showers or induction hobs, be running. He also said my house's main 100-amp fuse was more than up to the job; some homes with 60-amp fuses need to be upgraded by their utility company.

Once the hardwiring was completed, all that was left was to connect the wallbox to my home broadband, which is a really neat trick. Via this WiFi connection, I'm able to keep tabs on the amount of electricity the Leaf is using via Pod Point's smartphone app. By inputting details of my electricity tariff, the software is able to tell me exactly

Running costs

Official range/tax
168 miles/£0



Practicality

Boot (seats up/down)
385/1,161 litres



what each charge is costing me, despite not having a smart meter installed at my house.

Driving an EV means learning a whole new vocabulary, and understanding terms rarely mentioned since secondary school – kilowatts, kilowatt hours, AC and DC. But truth be told, it's not hard.

I'm also thinking about cars differently. In a combustion-engined car, it's all about power figures and 0-62mph times or fuel consumption. In a pure-electric vehicle, the focus is on costs and range. The Leaf returns around 150 miles from a full charge, which costs me about £4.90 when charging at home. To drive that distance in a 40mpg petrol car would cost more than £20. A £12 bill due to pricier electricity when using a public charger won't break the bank, either, but I rarely need to use the network for the kind of trips I do.

Although my petrol bills have dropped to zero, I'm braced for a far higher than usual electricity bill, which emphasises the

importance of being on the cheapest home energy tariff, or one that works for you if charging off-peak when demand isn't as high. That's now at the top of my to-do list.

But what underpins all this is the miles per kWh figure. This isn't often spoken about, but it's the closest you'll get to an mpg figure in an EV. I'm currently getting 3.5 miles/kWh in the Leaf, which works out to the equivalent of around 3.5p per mile. Not quite as much as the Hyundai Kona Electric we're also running on our fleet, but compared with a combustion-engined family car, that's cheap motoring.

“The Leaf returns around 150 miles from a full charge, which costs me about £4.90”

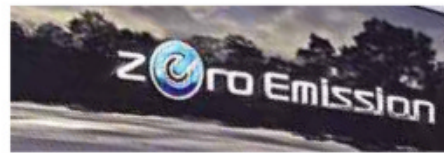
Essentials

Nissan Leaf Tekna

On fleet since:	May 2018
Price new:	£29,390 (incl. Govt grant)
Engine:	40kWh battery, 148bhp
CO₂/tax:	0g/km/£0
Options:	Metallic paint (£575), ProPilot Park (£1,090)
Insurance:	Group 21 Quote: £501
Mileage:	6,830
Efficiency:	3.5 miles/kWh

Any problems: None

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE While the ease of use is strong, the Leaf is also effortless to drive and impressively quick for a car that's so environmentally friendly and cheap to run

WE DON'T The NissanConnect EV app is pretty dire. It crashes, logs us out and is extremely slow in operation. It should be a useful feature, but it just isn't



Verdict

I'M still in the honeymoon period, but life with the Leaf is proving to be utterly painless, particularly now that I don't have to worry about finding a public charger. I'm enjoying the Nissan EV's performance, usability and rock-bottom running costs.



Wrapped up Stuart takes delivery of a Pod Point EV charger to top up Leaf. Fitter Ian installed unit, then our man linked it to smartphone app to gauge how much electricity he is using



Second opinion

"Stuart's time with the Leaf shows a little effort can go a long way. You'll have to adapt your lifestyle and driving habits slightly with a full EV, but knowledge is power, and once you're clued up you'll really notice how much you could save."



Sean Carson Senior reviewer

Fleetwatch



Refuel We're only averaging 31.7mpg from our Eclipse Cross, forcing lots of stops for petrol



Mitsubishi Eclipse Cross

FUEL economy has been an issue with our Mitsubishi Eclipse Cross since it joined the fleet, so web producer Pete Baiden was hoping that the mpg figure would improve as he ventured out of town and hit the motorways.

But that's not been the case. Despite being subjected to a range of driving conditions, the SUV is still struggling to average much above 30mpg. Are we expecting too much, though? Over the same period we ran a Skoda Karoq 1.5 TSI, which returned 37.5mpg, while our 1.2-litre petrol-powered Vauxhall Grandland X averaged 33.5mpg in its time with us.

Both performed slightly better than the Mitsubishi, then, while there's one big difference: the Karoq and Grandland X are available with diesel engines, meaning high-mileage drivers are not just limited to petrol.

Senior photographer Pete Gibson has run diesel versions of two of the Eclipse Cross's rivals over the past few years. He averaged 48.9mpg in his Peugeot 3008 1.6 BlueHDI and got 52.1mpg from his Renault Kadjar dCi 110. We're hoping we can coax a little more from the Eclipse yet.



Mazda 6

OUR Mazda 6 showed what it does best last week, covering a total of 1,336 miles on a return trip to the north-east of Scotland in the hands of online reviews editor James Howe. Its ability to lap up the miles on a motorway slog impressed him – a task made all the more relaxing by the car's excellent adaptive cruise control.

But James wasn't so impressed by the driver's seat which, although largely comfortable and easily adjusted, sits you too high even at its lowest setting. While this gives a good view forwards, our man would have preferred a straighter-legged position to maximise comfort.

The naturally aspirated 2.5-litre petrol needs to be revved to deliver its best, but that feels at odds with the car's character and the calibration of the six-speed auto. James would go for the torquier 2.2-litre diesel with its fine manual box, which would improve on the 36.2mpg average he saw.

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THIS WEEK'S HOT KIT



Foam winner
Polar Blast pre-wash clings to panels and claims to lift away grime without leaving swirls

THREE SIMPLE STEPS TO GLEAMING BODYWORK

NEW PRODUCT

Autoglym Polar car care

Prices: From £14.99

Contact: www.autoglym.com

IF your idea of car cleaning is wielding a pressure washer, Autoglym's latest range is for you. Polar offers cleaning and protection via a power washer with minimal wiping.

The three-step range starts with Polar Blast, a pH-neutral pre-wash designed to be sprayed on, left to cling to panels and lift away grime with no risk of marking paint. After 10 minutes it is rinsed off, leaving the car ready for the next step. It costs £17.40 for 2.5 litres and can be diluted depending on the type of pressure washer dispenser.

The next step is Polar Wash (£14.99, 2.5 litres), which replaces the existing Autoglym Pressure Wash. Spray on diluted to at least 50:50 using a foam gun, then

agitate with a sponge or wash mitt before rinsing and drying. It isn't pH neutral, but the firm says it won't strip waxes or sealants.

The final step is to leave a water-repelling finish with Polar Seal (£19.99, one litre), again applied through a pressure washer. Like the wash, this is not suitable for soft-tops and also has to be kept off the screen. It goes on to a wet car via a foam bottle and should be diluted 40ml to 200ml. However, it shouldn't be allowed to dry. Autoglym says it is a durable coating, but does not offer the same protection as its Ultra High Definition Wax or Extra Gloss Protection.

"After 10 minutes, Polar Blast is rinsed off, ready for the next step"

Line-up

Range also comprises Polar Wash and Polar Seal; latter gives water-repelling protection



**Kim
Adams**

Got a query?

products@autoexpress.co.uk
@AE_Consumer



Q Training for young driver

MY son has just passed his test, but has had a near-miss already and I'd like him to get further training. Is there anything you can suggest?

William Walker, E-mail

A PASSING your driving test is not the end of the learning curve and there are several options. The Driver and Vehicle Standards Agency's own Pass Plus training covers all conditions, including motorway and night driving. Advanced training is also available with organisations like RoSPA, IAMRoadSmart (above) and Drivers Domain UK.

Q How to clean steering wheel

WHEN my steering wheel got wet recently I was shocked at how much grime came off as I dried it. How can I best clean a leather steering wheel?

Jason Sutton, E-mail

A IT is a good idea to regularly clean the wheel because the grime contains bacteria and chemicals that can break down the leather. As water worked before, try a damp microfibre cloth. If the grime is still present, try a leather or an all-purpose cleaner sprayed on to a cloth, then wiped dry after cleaning. Always try on an unseen area before tackling the whole wheel.

Q Scrap car's belts safe to use?

I'M restoring a car and looking for a complete set of seatbelts that are colour-coded to the interior. I've found a set in a crashed car at a local breaker. Will they be okay to fit?

Oliver Benn, E-mail

A IF the car has been crashed there is a good chance the stretch built into belts to absorb the impact in a collision will have been used. This will mean they will not work as they should. A set from a car scrapped for another reason may be okay, but for safety-critical items such as this, we'd recommend replacing with new.

STRAP YOUR TOT INTO CAR SEAT WITH A-LIST GLAMOUR

NEW PRODUCT

Nuna MYTI car seat

Price: £275

Contact: www.nuna.eu/uk

NUNA, which claims it's the number one choice of child seat for A-list celebrities, has added the MYTI to its line-up.

The Dutch manufacturer says the new product is the most versatile and secure child seat on the market. It has nine-position adjustable headrest and shoulder width, so it can grow with your child from around 15 months to 12 years. Comfort is catered for by a three-position recline mechanism and ventilated seat panels.

For safety there's an all-over side-impact system, energy and Tailor-tech memory foams, steel reinforcing and true-lock base with nine-position ISOFIX anchors for children weighing up to 19.5kg. Indicators on the ISOFIX connections ensure the seat is installed correctly.

Once a child exceeds that weight, the i-Size seat converts to a high-back

Flexible

Nuna MYTI child seat is said to be ultra-versatile, and comes in three colours



booster seat using the car's seatbelts. There are also user-friendly touches such as harness stores in the seat when it has progressed to being used as a booster.

The seat has holders for the buckle tongues as well, to keep the harness out

of the way while you're lifting your child into place. In addition, the body insert is removable, plus the seat is made from "top-of-the-line" plastics for a durable shell.

The MYTI costs £275 and comes in three colours: caviar, aspen and frost.



NEW PRODUCT

Cooper Discoverer All Season

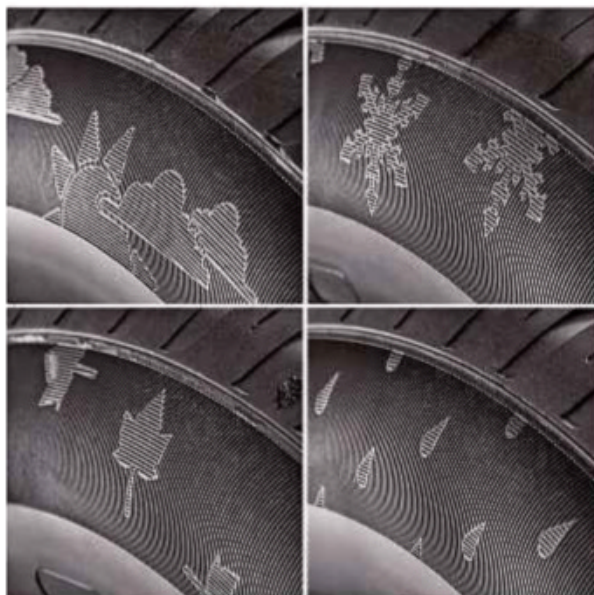
Price: TBC Contact: www.coopertire.co.uk

COOPER, which owns British brand Avon, is the latest maker to offer an all-season tyre. The US brand's Discoverer All Season was designed in Europe for European roads, and follows the demand for tyres to cope with unpredictable weather.

Cooper has focused on superior wear, with durable compounds and a construction that delivers an even footprint. Independent tests commissioned by the firm found the tyre had a 20 per cent longer life than an "established competitor". It also achieved an EU tyre-label rating of B for wet grip, thanks to 3D sipes and grooves to shift water.

The new design has the three-peak mountain snowflake (3PMSF) snow grip rating, and the launch range comprises six tyres covering the popular 16 to 18-inch sizes.

All weathers
Sidewall patterns show how new tyre suits any condition



news, deals & events



Round the clock with Nürburgring watch

THE official Nürburgring Nordschleife accessories store has launched a new watch with an unusual 24-hour face, to pay homage to the track's annual round-the-clock race. This shows the entire day in one sweep – so the nine o'clock position on a standard watch would show it to be 6pm on a 24-hour face.

Finished in black stainless steel with a black leather strap and bright yellow face, the 'YELLOW ALERT' watch (above) features a 'Nordschleife 1927' logo to commemorate the circuit's beginnings. It's available to buy exclusively from www.nordschleife.us and costs 129 Euros (£110.78).

Sat-nav app doubles up on new features

NAVIGATION app Sygic has added two new features for 2019. The first is a tie-up with the SYNC infotainment on Ford commercial vehicles, allowing buyers to get specific navigation for larger vehicles such as campervans or delivery trucks.

Also, Apple CarPlay users can mount their phones separately within the car for additional data, displaying via the infotainment and phone screens. Both updates will be released later this year.

Motor museum set for sculpture show

THE National Motor Museum and Palace House, the ancestral Hampshire home of Lord Montagu of Beaulieu, will play host to a 350-work sculpture exhibition.

From 25 May to 14 July, works from more than 60 sculptors will be on display, and all will be for sale, priced from £25 and to £120,000. Entry to the sculpture exhibition is included in general admission to Beaulieu (£19.50 if purchased in advance), which includes access to the National Motor Museum. Find out more at www.beaulieu.co.uk.

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Mini test

NEW PRODUCT

Sealey 12V Cordless Rotary Tool & Engraver Kit CP1207KIT

Price: £92.59 Rating: ★★★★★

Speeds (x1,000): 5-25 Voltage: 12v

Contact: 01284 757500, www.sealey.co.uk

SUPPLIED in a strong textile bag, the Sealey is the only device to come with a second battery; it has a 1.5Ah capacity. The handful of 48 accessories looks small compared with the Clarke's, and should have been better housed than in just a plastic bag.

Still, it has the highest power output, which explained the best bolt-cutting time of one minute 15 seconds, and it cut the aluminium sheet where the others couldn't.

It's the only tool on test with a three-LED battery-state indicator, and was the quietest we tried, at 76dB. We liked the well-balanced design with rubberised sections for extra grip and the choice of speeds. Not cheap, and short on accessories, but that extra battery sets it apart. It was the top performer on the day, the nearest to a corded machine, and is a better-quality tool than rivals at all levels.



Cordless multitools take on any DIY job anywhere

AE Dave Pollard

A CORDLESS rotary tool is a useful addition to your DIY armoury, enabling you to grind, clean, sand, polish and sharpen where a conventional drill is too large or there's no mains power. These devices aren't as powerful as their corded counterparts, and performance is limited by the battery, but they're more versatile and can be used anywhere.

We repeated our corded-tool test of cutting through a 6mm bolt, then ran them at full speed with no load for five minutes, followed by five minutes of wire brushing rusty steel. Finally, we tried to cut into some 2mm aluminium sheet. Performance, stamina and ease of use were all marked, as were controls, batteries, noise level (ambient 40dB), instructions and number of accessories.

Although the Sealey is the most expensive multitool in this test, it outperformed the other two and the spare battery made it ideal for tougher jobs. The Clarke's massive accessory count gave it the edge over the lower-voltage Dremel, although the latter is still surprisingly effective.

"Cordless rotary tools aren't as powerful as corded versions, but they're more versatile"

GREAT ALTERNATIVE

Clarke CCRT266 Cordless Rotary Tool with Accessory Kit

Price: £41.99 Rating: ★★★★★

Speeds (x1,000): 8-20 Voltage: 9.6v

Contact: 0115 956 5555, www.machinemart.co.uk

THIS is a good-looking set in a plastic case, and the tool offers a good speed range and a removable battery for the separate charger.

We liked the comprehensive instruction booklet and the 262 accessories, which are mostly on a neat flip-up/out tray. It took a reasonable one minute 33 seconds to cut the bolt and it completed the rust test, but didn't have enough charge left to cut the aluminium. The motor got warm and it vibrated a lot, which is possibly the flipside of its light weight; this tips the scales at just 355g.



ESTABLISHED NAME

Dremel 7750-10

Price: £46 Rating: ★★★★★

Speeds (x1,000): 8/14/20 Voltage: 4.8v

Contact: 0344 736 0109, dremeleurope.com/gb/en/

AS stylish and well-put-together as ever, the Dremel belied its lowest-voltage-on-test status with strong performance. It doesn't have a separate battery, which we'd have preferred, although it charged up from flat in about an hour.

Performance was smooth if a little loud (85dB) but, like the Clarke, it didn't manage to cut the aluminium. Unlike the other two, which have rotary controls, it offers a choice of just three speeds. It could do with some kind of case or carrier and a few more accessories; a miserly 10 is too few.



books, games & apps



F1: Drive to Survive

Available on: Netflix

Price: Subscription from £5.99 per month

Rating: ★★★★★

NETFLIX'S original F1 series is well worth watching. It's a fine review of the 2018 season told in a way you won't have seen on TV – covering everything in detail without feeling impenetrable. While Ferrari and Mercedes don't really feature, it's nice to see other teams get some focus – and Haas and Red Bull have plenty of exciting events to cover.

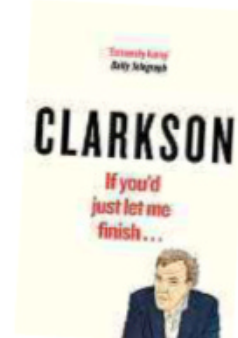


Clarkson: If you'd just let me finish...

Jeremy Clarkson (Michael Joseph Publishing, www.penguin.co.uk)

Price: £7.99 Rating: ★★★★★

A COMPILATION of Clarkson's newspaper columns, rather than original work. Like him or loathe him he's a fine writer and, while many relate back to cars, you'll also find his opinions on wine, vegans and Tom Cruise. A good book to dip in and out of.



Extreme Racing Adventure

Available for: iOS, Android

Price: Free Rating: ★★★★★

ANOTHER side-scrolling off-road racer with simple controls, good graphics and a funky soundtrack. More of these games seem to pop up every week, but this has wooden suspension physics and lacks the sense of speed that makes others fun. Even so, it's free and easy to play.



App of the week



Volvo On Call

Available for: iOS, Android

Price: Free Rating: ★★★★★

VOLVO'S On Call app lets you find your car, lock and unlock it, pre-set the sat-nav and check on it if the alarm is triggered. You can even start the engine and set the cabin ventilation remotely. Slick to use and well worth downloading for all Volvo owners.



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Sealey 38pc Fine Tooth Ratchet Screwdriver & Accessory Set AK64905

Price: £16.99 Rating: ★★★★★

Total bits/sockets: 24/10

Contact: 01284 757500, www.sealey.co.uk



BEST BUY A GOOD-quality package from Sealey, in a strong case with everything clearly marked. We liked the flip-up holders and, although this doesn't have as many bits as the larger Halfords set (below), the gap closes when you take duplicates into account. It includes the widest range of metric sockets, spanning 5-13mm, but the driver itself clinched the win: it's 120mm long with a thick, knurled rubber coating and an extendable top for storing bits. The two extensions of 75mm and 130mm make it versatile and, to top things off, it has a smooth 38-tooth ratchet.



Halfords 58pc Ratchet Screwdriver and Bit Set

Price: £20 Rating: ★★★★★

Total bits/sockets: 42/14

Contact: 0845 057 9000, www.halfords.com



RECOMMENDED AGAIN, our previous winner leads the way when it comes to how many bits are on offer – a total of 42, plus 14 1/4-inch drive sockets. They are all neatly housed in plastic holders, specific to the type of bit, and clearly marked. However, there are lots of duplicates – notably nine PZ2s – and half the sockets are Imperial, which are rarely used on modern cars. We liked the dual-compound driver handle, although it has just 20 teeth and was a bit clunky. With no case and a price hike of £5 since last time, this set lost enough points to drop a place.



Silverline Ratchet Screwdriver Bit & Socket Set 427611

Price: £8.66 Rating: ★★★★★

Total bits/sockets: 47/7

Contact: 01935 382222, www.silverlinetools.com



RECOMMENDED BIG numbers for this set, pushing the larger Halfords package hard for the total number of bits supplied, and with fewer duplicates. It also includes 11 50mm bits but oddly – and annoyingly – none are hex. These bits are complemented by seven 1/4-inch drive sockets – from 5mm to 11mm – and all are clearly marked. However, we didn't think the case was sturdy enough, with plenty of visible flashing and the hinge just a thinner part of the moulding. The driver was coarse, too, with just 10 teeth, but the keen price makes this a great budget buy.



Siegen 45pc Socket & Bit Set & Ratchet Screwdriver 0979

Price: £16.91 Rating: ★★★★★

Total bits/sockets: 34/9

Contact: 01284 757500, www.sealey.co.uk

ANOTHER set in a nice, strong box, with the contents held firmly in a moulded plastic tray. The selection of bits is good, with only two duplicates, although the heavy bias to Torx and hex leaves just three standard slotted heads. The driver is a handy 170mm long before adding the bits, five of which are 50mm, and the set includes nine sockets covering 5-13mm. However, neither the bits nor the sockets are marked. The driver handle is a tough plastic, with rubberised panels for extra grip but, as with the Halfords ratchet (above), it only has 20 teeth and felt clunky.



MULTI-BIT SCREWDRIVERS

Which is the best set of bits to add to a DIY fan's toolkit?

PRODUCT GROUP TEST 27|3|2019

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive

AE Dave Pollard

BUYING a screwdriver set to suit all the different fasteners and sizes you're likely to meet when working on your car would cost a fortune – and take up far too much storage space.

It makes a whole lot more sense to purchase a single driver with a range of interchangeable bits, especially because most of them also work with a cordless drill – although you may need an adaptor.

But which is the best? To find out, we tested eight sets, three of which also had a range of 1/4-inch drive sockets, adding to their versatility for smaller jobs.

How we tested them



WE looked for a wide range of bits, with the most important for car work being slotted, crosshead (Philips), hex (Allen) and star (Torx). Pozidrivs are also handy but not often used in cars, and our list of total bits includes any duplicates.

Having a case to help keep everything together was a real plus, as were clear markings. And including a selection of 1/4-inch drive sockets was a bonus.

We preferred a ratchet driver because it's easier to use – and the more teeth the better to help in tight spots. Finally, we took into account how much it cost, using makers' prices and online sources.

Verdict

THE top six packages were very closely matched, but the new Sealey set just edged out our previous winner, the Halfords 58-piece collection, and the budget-priced Silverline.

1. Sealey 38pc Fine Tooth Ratchet Screwdriver & Accessory Set AK64905
2. Halfords 58pc Ratchet Screwdriver and Bit Set
3. Silverline Ratchet Screwdriver Bit & Socket Set 427611

Draper 42pc Ratchet Screwdriver and Bit Set 46479

Price: £14.21 Rating: ★★★★★

Total bits/sockets: 40/0

Contact: 023 8049 4333, www.drapertools.com

THIS set is physically smaller than most and comes with two drivers: the 110mm version takes the 1/4-inch bits, and the smaller ones fit the 100mm driver. We liked the grippy handles and the smooth tops that unscrew for extra bit storage, but the smaller bits would be limited to more fiddly jobs, and the driver cried out for a finer ratchet. The bits are contained in two flexible holders and the whole thing is laid out well, but includes no sockets, and no markings to identify each bit.

Laser Ratchet Bit and Socket Set 6992

Price: £21.88 Rating: ★★★★★

Total bits/sockets: 20/9

Contact: 01926 815000, www.lasertools.co.uk

A DECENT set, very similar to the Sealey, but in an impressive box with three compartments, all locked by one catch. There are plenty of bits, including all our preferred types, plus Poz. The bits are marked in their spring-loaded holders but, oddly, the 1/4-inch sockets aren't. We liked the 120mm driver handle with grippy panels, and the two extensions gave plenty of choice, depending on the work in hand. The driver top comes off to store six bits, but what hurts this set is its high price.

Halfords Advanced 33pc Screwdriver and Bit Set

Price: £12.50 Rating: ★★★★★

Total bits/sockets: 32/0

Contact: 0845 057 9000, www.halfords.com

THE only package on test without a ratchet driver, although the handle supplied is a good length, at 180mm, and the rubberised coating makes it grippy. With no sockets, the 32 bits fit into a simple plastic holder, with the driver shaft slotted between them. The choice of bits is good and even includes three square bits, but there are no markings. Also, for a set with no case or ratchet, we thought the price was a bit high.

Silverline 3-Way Multi-Bit Ratchet Screwdriver 220797

Price: £7.38 Rating: ★★★★★

Total bits/sockets: 12/0

Contact: 01935 382222, www.silverlinetools.com

THIS cheap Silverline set is an enigma, having the lowest number of bits but the best ratchet, with a full 72 teeth. The 12 bits are a mix of slotted, crosshead and Poz, although there are no Torx or hex. The 210mm driver was plenty long enough and could be locked into one of five angles. While you don't get a case, the top unscrews for storing the bits, and this set is so small and light that you could keep it in the glovebox.



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YOUR VIEWS ON YOUR CARS



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Land Rover Discovery Sport

YOU TELL US Comfortable and spacious SUV is let down by high running costs

2018 Results Disco Sport Factfile

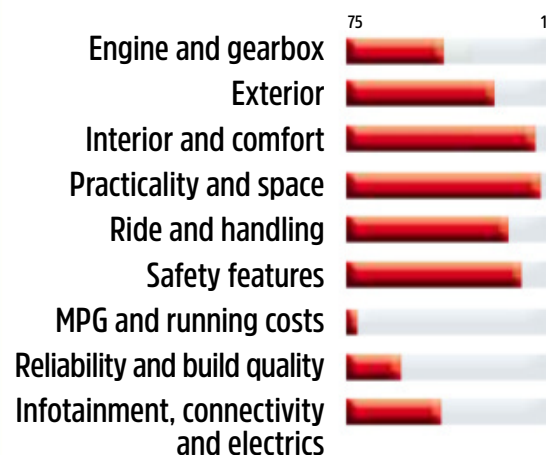
Years: 2015 to present **CO₂:** 170g/km
Fuel econ: 34.2-36.8mpg (2.0 TD4 auto)
Best options: Third-row seats, rear camera, xenons, cruise control, sat-nav

Used prices: From £16,750

OVERALL SCORE

91.34%

Bars show where model finished out of 75 vehicles in our 2018 new car survey. The longer the bar the better



GOOD

"WHEN I have needed quick acceleration, the Discovery Sport has responded well."

"Very smart-looking vehicle – it's much better than the Freelander it replaced."

"Paint finish is excellent. I had mine treated and there are no scratches, even after a year."

"Leather is easy to clean – the quality and finish of all other interior surfaces are good."

"Most comfortable car I've ever driven; passengers often say they find it so as well."

"I'm able to get three tall teenagers in the back seats."

"Had a weekend away for six; fitted all our luggage in."

NOT SO GOOD

"SEEMS to be designed to have seven seats. My five-seater has a big gap between the boot and the folded rears."

"I had to reject my Discovery Sport after it broke down four times in five months."

"Fuel economy is lower than I expected. My diesel does 32mpg when driving conservatively."

"I've had repeated and frustrating issues with the diesel particulate filter."

"The CD player often jams and won't play discs I put in."

"Rear camera failed and dealer couldn't fix it after a week."

"My car has had a lot of safety recalls for faults."



Have your say: What is your car like to own?
www.autoexpress.co.uk/driver-power



**Tristan
Shale-Hester**

Got any car queries?

Tristan_Shale-Hester@dennis.co.uk
@AE_Consumer

Q

How to park safely on road

MY new house doesn't have a driveway, and I'm worried about my car being bashed into or stolen on the street. What steps can I take to mitigate against these scenarios?
Eve Sales, E-mail

A

YOUR car may be less likely to be stolen off the street, with thieves unable to easily tell which house its keys are in. A steering-wheel lock will act as a deterrent, though. There's not much you can do to prevent vandalism or accidents, but fold your wing mirrors, park close to the kerb and consider investing in a car cover.

Q

Pros and cons of self-parking

I'M reluctant to use the self-parking function on my car in case it causes my vehicle to hit another. If this were to happen, who would be at fault; me, or the car's manufacturer?
Tony Dexter, E-mail

A

IT'S highly unlikely that your car's sensors would allow this to happen. However, if another vehicle is moving at the same time as your car is parking itself, and you collide, your insurer would consider you as being in control. Any potential claim would, in effect, disregard the fact you were using the self-parking function.

Sponsored by Warrantywise

Insight from the industry

Q

I NEED a new car, and want one that will be exempt from London's ULEZ (Ultra Low Emission Zone). Which vehicles are affected?

A

THE ULEZ applies to pre-Euro 6 diesels and pre-Euro 4 petrol cars. From 8 April, it will operate 24 hours a day, seven days a week, in the same area as the Congestion Charge, before expanding in 2021. Transport for London's registration-based online tool will tell you if a specific car attracts the charge.

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AE Richard Dredge

HONDA has never been afraid to innovate, but when the company launched its original HR-V crossover two decades ago, the car was maybe just that little bit too far ahead of the curve for its own good.

Buyers didn't really understand this distinctively designed compact SUV, apparently preferring to buy the bigger and more established CR-V instead.

Fast forward 20 years and SUVs are all the rage, with particularly fierce competition in the small and mid-sized sectors. With the HR-V straddling these classes, in theory it's all set to clean up. But you see surprisingly few on the road, so it's clearly a little more exclusive than Honda would like. And that's a shame, because we rather rate it.

History

THE second-generation HR-V reached showrooms on 1 September 2015, priced from £17,995 and available only with a five-door body. Buyers could choose between 1.5-litre petrol or 1.6-litre diesel engines, both with a six-speed manual gearbox as standard, and the former available with a CVT automatic transmission.

There were S, SE and EX trims, and in 2017 a limited-run Black Edition arrived. This was based on the SE, but it had black detailing, leather trim and 18-inch alloys.

A facelifted HR-V reaches showrooms imminently, with reshaped seats, upgraded interior trim and a refreshed exterior design. There's also a new Sport version that has a 180bhp 1.5-litre turbo petrol engine.

Which one?

THE 1.5-litre petrol engine is smooth but doesn't have enough torque, which is why the diesel is a better bet. This also offers stronger fuel economy and, because all HR-V diesels comply with Euro 6 emissions rules, you should avoid any future restrictions imposed on diesel engines.

You may be tempted by the CVT, but it's worth noting that the manual transmission is much nicer to use in everyday life.

The entry-level HR-V S comes with 16-inch alloy wheels, DAB radio, Bluetooth, climate control, a multifunction steering wheel, automatic lights and cruise control. Mid-range SE has 17-inch wheels, an upgraded hi-fi, dual-zone climate control, power-fold mirrors, all-round parking sensors and a raft of driver assistance systems.

Finally, the top-spec EX offers heated front seats, leather upholstery, an opening panoramic sunroof, privacy glass, LED headlights, sat-nav and a reversing camera.

Alternatives

AT 4.3 metres long, the HR-V is bigger than the Renault Captur and Peugeot 2008, but shorter than the Ford Kuga and Nissan Qashqai. As a result, the Honda straddles the B and C-segment SUV sectors, so if the former are too small, the HR-V might be preferable to a car from the class above.

We love the Kuga, because it's a great all-rounder, and the Renault and Peugeot offer very good value. If you've got a decent budget, take a look at the SEAT Ateca or



NEED TO KNOW

Whereas some rivals have a four-wheel-drive option, the power is sent only to the front wheels on UK-market HR-Vs. US buyers could have part-time 4WD but only a 1.8-litre petrol engine.

Performance

0-62mph/top speed
10.0 seconds/119mph



Running costs

68-70mpg (1.6 i-DTEC)
£64.50 fill-up



CO₂/tax

104-108g/km
£20



CHECK ON...

● **Alloy wheels** Diamond-cut alloys are prone to pitting. Dealers have replaced many under warranty; make sure you look at them closely.

● **Sat-nav** The navigation system can struggle to find satellites. A software update in 2017 should have fixed this, so don't despair if the nav doesn't work.

● **Tyre pressures** The tyre pressure monitoring system can flag up incorrect readings. Carrying your own gauge will help recognise false positives.

Arona, as well as the Skoda Karoq. But, if cash is a little tighter, we suggest you consider the Skoda Yeti, which is another multi-talented family car.

Verdict

THE Mexican-built Honda HR-V has a surprisingly low profile, largely because it's overshadowed so much by its bigger and better-established brother, the CR-V.

But this smart little SUV deserves a closer look, thanks to its spacious cabin, big boot and, less predictably, its towing abilities; it scooped the 'up to 1,400kg' crown in the 2016 Tow Car of the Year awards.

Honda claims that the initials HR-V are short for Hi-rider Revolutionary Vehicle, which is definitely an overstatement. In fact, it doesn't really offer anything that genuinely moves the game on, other than the 'magic' rear seats, the bases of which fold up like cinema chairs.

However, if you're looking for a high-riding compact family car that's practical, should be painless to own, and is safe and well equipped, you should check it out.



Interior

THE HR-V's dashboard and cabin are modern enough and generally solidly finished, but rather uninspiring, and the seats aren't that comfy on a long drive. Rear space is good, as is versatility; the theatre-style 'magic seat' is something only Honda offers, and it's a great feature. Boot space is good at 448 litres with the rear seats in use, and 1,026 litres when they're folded.

Contacts

Official
www.honda.co.uk

Forums
www.hrvforums.co.uk
www.hrvforum.com

BUYER'S GUIDE:

Honda HR-V

FROM £12,000

Reliable, safe and well-equipped SUV should be a pleasure to own



Honda HR-V Mk2 **BUYING CARS**

How much?

	2018	2017	2016	2015
Model				
HR-V 1.5 i-VTEC S	£16,115	£14,480	£13,002	£11,727
Finance per month*	£246	£229	£193	£165
HR-V 1.5 i-VTEC SE	£18,394	£16,494	£14,805	£13,343
Finance per month*	£272	£243	£223	£192
HR-V 1.5 i-VTEC EX	£20,858	£18,826	£16,956	£15,146
Finance per month*	£307	£277	£250	£223
HR-V 1.6 i-DTEC S	£15,188	£13,622	£12,237	£11,001
Finance per month*	£232	£215	£184	£171
HR-V 1.6 i-DTEC SE	£17,171	£15,240	£13,710	£12,284
Finance per month*	£263	£268	£238	£221

*Prices from BuyaCar.co.uk; quotes based on a 10% deposit

THE starting point for HR-V ownership is £12,000, which bags a 2015 1.6 i-DTEC SE Nav with 60,000 miles. It's not until you spend £13,000 that you'll have much choice; at that point you can secure a 50,000-mile 1.6 i-DTEC SE Nav or a 20,000-mile 1.5 i-VTEC S, both on a 16-plate.

Most of the cheaper HR-Vs are diesel, although these have often covered the most miles. There's a fairly even split between petrol and diesel, but an automatic box was offered only with the petrol engine, so these are relatively unusual, and five out of six HR-Vs are manual.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.5 i-VTEC	18-20	48-50mpg	130-134g/km	£120-£140
1.5 i-VTEC auto	18-20	52-53mpg	122-125g/km	£120
1.6 i-DTEC	20-22	68-70mpg	104-108g/km	£20

HR-Vs registered after 1 April 2017 cost £140 a year to tax.

ALL HR-Vs have to be serviced every 12 months or 12,500 miles. The first three check-ups cost £210, £280 and £260 for petrol cars; diesels are £20 extra each time, while the second and third services cost £85 more on HR-Vs with an automatic box.

Once an HR-V reaches its fourth service, it's eligible for cut-price maintenance. Services alternate between minor and major, costing £165 and £270, while diesels are £20 extra each time, and CVTs £75 more.

A service plan can also cut costs. For cars less than eight months old with no more than 8,000 miles, a plan covers servicing for up to five years or 62,500 miles.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£67.67	£23.32
Front brake discs (pair)	£164.62	£48.64
Door mirror glass (electric)	£59.89	£10*
Front wiper set	£30.53	£23.98**

Prices for a 2016 HR-V 1.6 i-DTEC. Dealer figures from Honda UK (www.honda.co.uk). Independent prices from www.euspares.co.uk. *From www.carwingmirrors.co.uk. **From www.eurocarparts.com.

Recalls

THERE has been just one recall for the HR-V so far, in October 2018 and affecting 5,097 cars built up to April 2018. The problem centred on possible chafing of the wiring loom, potentially leading to a blown fuse.

This could cause the wipers not to work or the engine not to start. Honda either repaired or replaced the wiring harness, depending on the severity of any damage.

Spare wheel There's no spare wheel of any kind supplied, but if you like to have extra reassurance, you can always buy a space saver.



www.autoexpress.co.uk/driverpower

OUR VIEW

THE HR-V has never made it into a Driver Power survey, but some owners have left reviews on carbuyer.co.uk. Opinions online are often polarised, and that's true here. For every buyer in love with their HR-V there's one who regrets their purchase due to poor build quality or disappointing reliability. The result is an average score of 3.3 out of five, compared with our rating of four.

YOUR VIEW

SIMON Marsh from Colchester, Essex, owns an HR-V 1.6 i-DTEC. He told us: "It's not a car that's easy to love as it feels ordinary to drive and the interior design – along with some of the materials – is underwhelming. But it's good value, looks smart and I've enjoyed total reliability. However, refinement isn't great, with things not helped by a few squeaks, creaks and rattles."



Expert's verdict

from trade insider
Quentin Willson

THE Honda HR-V features an attractive design both inside and out, and offers plenty of equipment. It comes with a usefully large boot and clever flip-back rear seats – called Magic Seats by the company – which make the best of the available space and ensure this car appeals to families. The infotainment system can be frustrating to use, though, and top-spec models are expensive, making cheaper rivals more attractive.

Common faults

MOST second-generation HR-Vs are still covered by Honda's manufacturer guarantee, and Warrantywise currently has very limited fault data for the car.

12 Months' Extended Warranty Price: £337

Prices start from £30 per month with Warrantywise

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Car hunter

£3,000 to spend on a stylish petrol drop-top

Dear Alex, I want a cheap, petrol-engined convertible that looks great and won't cost much to run. What should I pick for £3,000?

Fabian Danker, E-mail

Contact: Alex_Ingram@dennis.co.uk



● **THE DRIVER'S CHOICE**



Mazda MX-5

FOR: Fantastic handling, engine and gearbox

AGAINST: Only two seats, manual roof

If you want a stylish convertible and really enjoy driving, the Mazda MX-5 is the car to have. It follows the classic British sports car format of a front-engined, rear-driven, compact two-seater, so it's huge fun along a twisty road.

Your £3,000 budget is enough to get into a third-generation model from 2006 with around 90,000 miles on the clock. A 2.0-litre version falls within the price limit but, if looking good is the main concern, the 1.8 litre is more than adequate – and cheaper to fuel and insure.



A LOW-slung driving position makes the MX-5 feel sporty, and provides a good connection between car and driver. The design and quality are smart, but the dash is unapologetically driver-focused, and this is the only two-seater car here.



THE Mazda isn't designed with practicality in mind – which is only too obvious when you see the tight packaging in the cabin and the small boot. To make matters worse, this 150-litre space has quite a tight opening, too, so it's best to pack just soft bags when you're planning a weekend away.

● **THE STYLISH CHOICE**



MINI Convertible

FOR: Small, fun to drive, stylish interior

AGAINST: Wind noise, tiny boot, poor rear visibility

IN terms of pose value per pound, little will come close to the loveable MINI Convertible. The cute styling of the hatchback transfers well to a drop-top; and when the roof is folded away, it looks like an old-fashioned pram.

When it comes to handling, though, the MINI is more go kart than baby buggy. Three grand gets you a 2005 Cooper, which has a lively 1.6-litre engine mated to an agile front-wheel-drive chassis. Claimed fuel economy is 38.7mpg, so it shouldn't cost the earth to run, either.



THE MINI has the funkiest design here, full of neat details; the small toggle switches and big central speedo add plenty of charm. Rear legroom is tight, but Isofix child-seat mounts are available if you want to share the fun with young passengers.



AT just 125 litres, the MINI Convertible's boot is the smallest of this trio. The opening is more of a letter box than a bootlid, too – so it's a space best reserved for briefcases and small bags. Still, on the positive side, how much you can squeeze in is unaffected by whether you have the roof up or down.

● **THE SPACIOUS CHOICE**



Volkswagen Eos

FOR: Roomy cabin, secure folding hard-top

AGAINST: Not many around, roof can be unreliable

THE Volkswagen Eos is the laid-back cruiser of this trio. Unlike the other two cars, which feel a little sporty, this Golf-based model has a comfortable, easy-going nature; it's more about looking good than going fast.

We found a 2007 2.0-litre example with a DSG auto box and 85,000 miles for £2,990. Thanks to its folding hard-top roof, when the bad weather comes, the Eos is the most secure and refined choice here. Just be sure to check for leaks, because roof repairs are very expensive.



INSIDE, the Eos shares its dashboard with the Mk6 Golf. That means it's sensibly laid out, well put together and uses high-quality plastics, but it's far from the most exciting design – which is something to consider if style is important to you.



WITH the folding metal roof up, the VW provides a generous 380 litres of boot space. Fold the top down, though, and that drops to 205 litres. This is still bigger than in either of the other two cars, however, and there is far more space inside for adults than in the MINI Convertible, especially in the rear.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are the best figures achieved in the latest WLTP tests, but are unlikely to be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,070 for vehicles emitting over 255g/km of CO₂. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

VEHICLES BELOW £40,000

Electric vehicle: £0
Alternative fuel: £130
Petrol/diesel: £140
Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

VEHICLES OVER £40,000

Electric vehicle: £310
Alternative fuel: £440
Petrol or diesel: £450
After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £250 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 / Warranty: 3 years/60000 miles

595/695 - 3660x1627mm, **EURO-NCAP N/A**

DRIVER POWER POS: 65th

	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 T-Jet (145) 595	39.2	7.8	151	29	£16130
1.4 T-Jet (160) 595 Trofeo	35.3	7.3	158	30	£18630
1.4 T-Jet (165) 595 Turismo	38.2	7.3	155	30	£19330
1.4 T-Jet (180) 595 Competizione	36.7	6.7	155	34	£21430
1.4 T-Jet (180) 695 Rivale	36.7	6.7	155	35	£23530
595C: add £2000					

124 Spider - 4054x1740mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T MultiAir (170)	44.1	6.8	148	29	£29775
1.4T MultiAir (170) auto	42.8	6.9	153	29	£32085
1.4T MultiAir (170) GT	44.1	6.8	148	31	£33775
1.4T MultiAir (170) auto GT	42.8	6.9	153	29	£36085
Heritage: same price as standard					

ALFA ROMEO

Dealers: 55 / Warranty: 5 years/75000 miles

MiTo - 4063x1720mm, **EURO-NCAP ★★★★★**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
0.9T TwinAir (105)	67.3	11.4	99	13	£15505
1.4T MultiAir (170) TCT Veloce	52.3	7.3	124	27	£21385
1.3 JTDM-2 (95)	83.1	12.9	89	11	£16105
Speciale: add £2450 to TwinAir					

Giulietta - 4351x1798mm, **EURO-NCAP ★★**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
1.4T (120)	37.2	9.4	164	15	£20740
1.4T (120) Sport	36.2	9.4	164	19	£21990
1.6 JTDM-2 (120) Sport	49.6	9.4	123	17	£22990
1.6 JTDM-2 (120) auto Super	49.6	10.0	125	17	£24390
Super: same price as Sport					

Giulia - 4639x1873mm, **EURO-NCAP ★★★★★**

DRIVER POWER POS: 3rd

	MPG	0-60mph	CO ₂	Insurance group	List price
2.0T (200) TCT Super	36.2	6.6	154	24	£33190
2.0T (280) TCT Veloce	33.6	5.7	158	34	£39675
2.0T (280) TCT Veloce TI	33.6	5.7	158	36	£45990
2.9TT (510) TCT Quadrifoglio	N/A	3.9	N/A	46	£62260
2.2 JTDM (160) TCT Super	53.3	8.2	128	22	£33190
Nero Edizione: add £2500 to 2.0T Super, Speciale: add £4300 to 2.2 JTDM Super					

Stelvio - 4687x1903mm, **EURO-NCAP ★★★★★**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
2.0T (200) TCT AWD Super	30.1	7.2	177	30	£38690
2.0T (280) TCT AWD Speciale	30.7	5.7	176	30	£45590
2.9TT (510) TCT Quadrifoglio	24.6	3.8	222	50	£69470
2.2 JTDM (190) TCT RWD Super	45.6	7.6	139	29	£37480
2.2 JTDM (190) TCT AWD Super	43.5	7.6	149	30	£39690
2.2 JTDM (210) TCT AWD Speciale	44.1	6.6	149	33	£44090
Nero Edizione: add £2400 to 2.0T Super, Speciale: add £4300 to 2.2 JTDM AWD Super, Milano Edizione: add £1500 to Speciale					

4C Spider - 3989x2090mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
1.75 TBI (240) TCT 4C Spider	40.9	4.5	161	50	£59835

ALPINA

Dealers: 7 / Warranty: 3 years/60000 miles

D3 Biturbo - 4632x1811mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 (350) auto D3 saloon	53.3	4.6	139	50	£51040
3.0 (350) auto D3 Touring	52.3	4.6	142	50	£51295

B3 S Biturbo - 4632x1811mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
3.0TT (410) auto B3 saloon	35.8	4.3	180	49	£62755
3.0TT (410) auto B3 S Touring	34.9	4.3	185	49	£63030

D4 Biturbo - 4640x1825mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 (350) auto D4 Coupe	53.3	4.6	139	50	£51320
3.0 (350) auto D4 Convertible	47.6	5.0	155	50	£55595

B4 S Biturbo - 4640x1825mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

	MPG	0-60mph	CO ₂	Insurance group	List price
3.0TT (410) auto B4 S Coupe	35.8	4.2	180	50	£63030

3.0TT (410) auto B4 S Convertible

34.0 4.3 190 50 £67030

DS 5 Biturbo - 4956x1868mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

3.0 (326) auto DS 5 saloon

46.3 4.9 161 50 £63055

B5 Biturbo - 4956x1868mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

4.4 V8TT (608) auto BS saloon

27.4 3.5 239 50 £89785

4.4 V8TT (608) auto BS Touring

27.2 3.6 241 50 £91785

B7 Biturbo - 5250x1902mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

4.4 V8TT (608) auto B7

29.4 4.2 222 50 £115355

XD3 Biturbo - 4732x1897mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

3.0 (333) auto XD3

44.1 4.9 173 50 £57335

ALPINE

Dealers: 7 / Warranty: 3 years/60000 miles

A110 - 4180x1798mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

1.8T (252) DCT Pure

46.0 4.5 141 50 £46905

1.8T (252) DCT Légende

46.0 4.5 141 50 £50805

ASTON MARTIN

Dealers: 20 / Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

6.0 V12 (552) auto Rapide S

21.9 4.4 300 50 £152749

Vantage - 4465x1942mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

4.0 V8 (510) auto Vantage

27.4 3.6 236 50 £120900

DB11 - 4739x1940mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

4.0 V8 (510) auto DB11

28.5 4.0 230 50 £144900

5.2 V12 (608) auto DB11

24.8 3.9 265 50 £157900

5.2 V12 (630) auto DB11 AMR

24.8 3.7 265 50 £174995

DB11 V8 Volante: add £15000

DBS - 4712x1940mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

5.2 V12 (725) auto Superleggera

23.0 3.4 285 50 £225000

Vanquish - 4728x1912mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

6.0 V12 (600) auto Vanquish S

21.6 3.5 298 50 £199950

Volante: add £12000

AUDI

Dealers: 118 / Warranty: 3 years/60000 miles

A1 Sportback - 4029x1740mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

1.0 (116) 30 TFSI SE

58.9 9.5 108 19 £18540

1.0 (116) 30 TFSI S tronic SE

58.9 9.4 108 19 £20080

1.0 (116) 30 TFSI Sport

57.6 9.5 111 20 £20010

1.0 (116) 30 TFSI S tronic Sport

58.9 9.4 110 20 £21530

1.5 (150) 35 TFSI SE Technik

54.3 7.7 119 25 £21090

1.5 (150) 35 TFSI Sport

56.5 7.7 115 25 £22630

2.0 (200) 40 TFSI S tronic S line Comp

47.1 6.5 136 31 £25360

S line: add £1650 to Sport, Contrast Edition/Style Edition: add £2915 to S line

A3 Sportback - 4237x1777mm, **EURO-NCAP ★★★★★**

DRIVER POWER POS: 46th

1.0 (116) 30 TFSI SE Technik

56.5 9.9 114 19 £22190

1.0 (116) 30 TFSI S tronic SE Technik

55.4 9.9 115 19 £23740

1.0 (116) 30 TFSI Sport

55.4 9.9 117 19 £23345

1.0 (116) 30 TFSI S tronic Sport

55.4 9.9 117 19 £24895

1.5 (150) 35 TFSI SE Technik

53.3 8.2 121 23 £24340

1.5 (150) 35 TFSI S tronic SE Technik

56.5 8.2 115 23 £25890

1.5 (150) 35 TFSI Sport

51.4 8.2 124 24 £25495

1.5 (150) 35 TFSI S tronic Sport

55.4 8.2 117 24 £27045

2.0 (190) 40 TFSI S tronic Sport

46.3 6.8 138 29 £29440

2.0 TFSI (310) quattro S tronic S3

40.9 4.7 158 39 £35850

1.6 (116) 30 TDI SE Technik

64.2 10.4 114 19 £24480

1.6 (116) 30 TDI S tronic SE Technik

72.4 10.4 103 19 £25990

1.6 (116) 30 TDI Sport

62.8 10.4 118 19 £25635

2.0 (150) 35 TFSI S tronic Sport

62.8 8.1 117 25 £29110

S line: add £2150 to Sport, Black Edition: add £1350 to S line, add £1550 to S3, A3 Saloon: add £565, A3 Cabriolet: add £4590

A4 - 4726x1842mm, **EURO-NCAP ★★★★★**

DRIVER POWER POS: 44th

2.0 (150) 35 TFSI SE

48.7 8.6 132 22 £28725

2.0 (150) 35 TFSI S tronic SE

49.6 8.9 130 22 £30215

2.0 (150) 35 TFSI Sport

47.1 8.6 136 22 £30625

2.0 (150) 35 TFSI S tronic Sport

47.9 8.9 134 22 £32155

2.0 (150) 35 TFSI S line

	MPG	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
6.0 W12TT (635) auto GT	20.8	3.6	278	50	£158755
6.0 W12TT (635) at GT First Ed	20.8	3.6	278	50	£193555
6.0 W12TT (635) auto GTC	20.2	3.7	284	50	£177225
6.0 W12TT (635) auto GTC First Ed	20.2	3.7	284	50	£213320

BMW

Dealers: 192 / Warranty: 3 years/unlimited miles

13 - 4006x1775mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

eDrive 120Ah (170) auto i3	N/A	7.3	0	28	£35180
eDrive 120Ah (184) auto i3s	N/A	6.9	0	29	£37670

1 Series - 4324x1765mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: 62nd

1.5 (136) 118i SE 3dr	38.2	8.5	134	18	£23050
1.5 (136) 118i Sport 3dr	38.2	8.5	134	18	£24050
1.6 (177) auto 120i Sport 3dr	37.2	7.1	137	24	£27720
2.0 (218) auto 125i M Sport 3dr	36.7	6.1	140	28	£31200
3.0 (340) auto M140i 3dr	32.5	4.6	168	37	£36000
1.5 (116) 116d SE 3dr	53.3	10.5	114	15	£23425
2.0 (150) 118d SE 3dr	52.3	8.4	120	19	£24620
2.0 (150) 118d Sport 3dr	50.4	8.4	120	19	£25620
2.0 (190) 120d Sport 3dr	49.6	7.2	124	24	£27200
2.0 (224) auto 125d M Sport 3dr	47.9	6.4	126	30	£32310

Auto: add £1450 to 118i/116d/118d, add £1600 to 120d, 5dr: add £550, M Sport: add £1930 to Sport, Shadow Edition: add £1810 to M Sport, add £1235 to M140i, xDrive auto: add £3410 to 120d 5dr

3 Series - 4709x1827mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0T (258) auto 330i Sport	41.5	5.8	134	32	£37660
2.0T (258) auto 330i M Sport	41.5	5.8	134	32	£39160
2.0 (150) 320d SE	56.5	7.1	115	28	£33610
2.0 (150) 320d Sport	54.3	7.1	117	29	£35010
2.0 (190) 320d M Sport	54.3	7.1	117	29	£36510
2.0 (190) 320d xDrive SE	49.6	6.9	118	30	£36800
3.0 (258) 320d xDrive Sport	48.7	6.9	120	31	£37200
3.0 (313) 320d xDrive M Sport	48.7	6.9	120	31	£39700

4 Series Gran Coupe - 4640x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: 54th

2.0T (184) 420i Sport	37.2	7.5	151	30	£34940
2.0T (184) auto 420i xDrive Sport	35.8	8.1	151	30	£38130
2.0T (252) auto 430i M Sport	37.2	5.9	140	34	£41180
3.0T (326) auto 440i M Sport	31.7	5.1	171	38	£47705
2.0 (190) 420d SE	49.6	7.6	128	31	£35755
2.0 (190) auto 420d xDrive SE	46.3	7.5	136	31	£39175
3.0 (258) auto 430d M Sport	41.5	5.6	144	39	£44545
3.0 (258) at 430d xDrive M Sport	39.2	5.3	155	39	£46360
3.0 (313) auto 435d xD M Sport	39.8	4.8	163	41	£49895

Auto: add £1550 to 420d SE, add £1690 to 420i/420d Sport/M Sport, Sport: add £1500 to SE, M Sport: add £1350 to Sport

5 Series - 4936x1868mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: 21st

2.0 (184) auto 520i SE	40.4	7.8	132	30	£37515
2.0 (252) auto 530i SE	38.2	6.2	135	35	£42760
3.0 (340) auto 540i xDrive SE	31.4	4.8	176	39	£50205
4.4 V8TT (600) auto M5	24.1	3.4	246	49	£91425
4.4 V8TT (625) at M5 Competition	24.1	3.3	246	50	£97925
2.0T hybrid (252) auto 530e SE	128.4	6.2	49	36	£46700
2.0 (150) auto 518d SE	52.3	8.8	116	30	£36975
2.0 (190) auto 520d SE	52.3	7.3	117	30	£38585
2.0 (190) auto 520d xDrive SE	48.7	7.3	124	30	£40585
3.0 (265) auto 530d SE	45.6	5.7	138	41	£47165
3.0 (265) auto 530d xDrive SE	41.5	5.4	146	41	£49165

M Sport: add £3000-3300, 5 Series Touring: add £2220-£2500 (not 530e/M5)

6 Series Gran Turismo - 5091x1901mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

2.0 (258) auto 630i SE	34.9	6.3	148	41	£47930
3.0 (340) auto 640i xDrive SE	29.1	5.3	184	42	£55265
2.0 (190) auto 620d SE	46.3	7.9	127	40	£43785
2.0 (190) auto 620d xDrive SE	44.8	8.0	136	40	£46095
3.0 (265) auto 630d SE	43.5	6.1	139	43	£52225
3.0 (265) auto 630d xDrive SE	40.9	6.0	148	43	£54225

M Sport: add £3900-£3640

7 Series - 5120-5238x1902mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0T hybrid (326) auto 740e	117.7	5.4	54	47	£71740
2.0 (234) auto 725d	59.4	6.9	132	44	£63040
3.0 (265) auto 730d	52.3	6.1	143	46	£67130
3.0 (320) auto 740d xDrive	47.0	5.2	159	47	£75085

xDrive: add £2640 to 730d, Exclusive: add £1500, M Sport: add £5000, long wheelbase: add £4000 to 725d, 730d, 740d, add £6550 to 740e (also adds xDrive)

2 Series Active Tourer - 4354x1800mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

1.5T (140) 218i SE	44.1	9.3	132	14	£25480
1.5T (140) 218i Sport	42.8	9.3	132	14	£26910
2.0T (192) auto 220i SE	38.7	7.4	133	20	£28955
2.0T (192) auto 220i Sport	38.2	7.4	133	21	£30385
1.5T hybrid (224) at 225xe Sport	100.9	6.7	57	22	£35195
1.5 (116) 216d SE	58.9	11.1	112	11	£26425
1.5 (116) 216d Sport	57.6	11.1	112	12	£27855
2.0 (150) 218d SE	55.4	9.0	119	15	£27660
2.0 (150) 218d Sport	54.3	9.0	119	16	£29090
2.0 (190) auto 220d SE	53.3	7.6	117	21	£30940
2.0 (190) auto 220d Sport	52.3	7.6	117	21	£32370
2.0 (190) auto 220d xDrive SE	51.4	7.5	117	21	£32440
2.0 (190) auto 220d xDrive Sport	49.6	7.5	117	21	£33870

Auto: add £1350 to 218i/216d, add £1600 to 218d, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury

2 Series Gran Tourer - 4556x1800mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

1.5T (140) 218i SE	40.9	9.5	137	15	£27345
1.5T (140) 218i Sport	40.4	9.5	137	15	£28595
2.0T (192) auto 220i Sport	36.2	7.8	139	21	£32070
1.5 (116) 216d SE	55.4	11.8	116	11	£28290
1.5 (116) 216d Sport	54.3	11.8	116	11	£29540
2.0 (150) 218d SE	51.4	9.6	121	16	£29750
2.0 (150) 218d Sport	51.4	9.6	121	17	£30775
2.0 (190) auto 220d Sport	49.6	8.2	122	20	£34055
2.0 (190) auto 220d xDrive Sport	47.1	8.0	129	21	£35555

	MPG	0-60mph	CO ₂	Insurance group	List price
Auto: add £1350 to 218i/216d, add £1600 to 218d, Sport: add £1430 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £1500 to 220d					

X1 - 4439x1821mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

1.5T (140) sDrive18i SE	40.9	9.7	132	23	£28210
1.5T (140) sDrive18i Sport	40.4	9.7	132	24	£29710
2.0T (192) auto sDrive20i SE	38.2	7.6	136	30	£31350
2.0T (192) auto sDrive20i Sport	37.7	7.6	136	30	£32850
2.0 (150) sDrive18d SE	52.3	9.3	120	25	£29920
2.0 (150) sDrive18d Sport	51.4	9.3	120	25	£31420
2.0 (150) xDrive18d SE	48.7	9.3	132	24	£31730
2.0 (150) xDrive18d Sport	47.9	9.3	132	25	£33230
2.0 (190) auto xDrive20d SE	47.9	7.8	126	30	£33970
2.0 (190) auto xDrive20d Sport	47.1	7.8	126	30	£35470

Auto: add £1550 to 18i/18d, xLine/M Sport: add £1500 to Sport

X2 - 4360x1824mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

1.5 (140) sDrive18i SE	42.8	9.6	129	22	£27950
1.5 (140) sDrive18i Sport	41.5	9.6	130	24	£29500
2.0 (192) auto sDrive20i SE	39.8	7.7	133	29	£32200
2.0 (192) auto sDrive20i Sport	38.7	7.7	133	31	£33750
2.0 (306) auto M33i	34.0	4.9	134	N/A	£42785
2.0 (150) sDrive18d SE	55.4	9.3	119	25	£30720
2.0 (150) sDrive18d Sport	53.3	9.3	120	27	£32270
2.0 (150) xDrive18d SE	50.4	9.2	128	24	£32220
2.0 (150) xDrive18d Sport	48.7	9.2	132	27	£34080
2.0 (190) auto xDrive20d SE	50.4	7.7	124	29	£34790
2.0 (190) auto xDrive20d Sport	47.9	7.7	126	31	£36340

Auto: add £1350 to 18i, add £1600 to 18d, M Sport: add £2000 to Sport, M Sport X: add £800 to M Sport

X3 - 4657x1881mm, **EURO-NCAP**★★★★★

DRIVER POWER POS: N/A

2.0 (184) auto xDrive20i SE	31.4	8.3	163	28	£39870
3.0 (354) auto xDrive M40i	26.6	4.8	206	40	£53835
2.0 (190) auto xDrive20d SE	41.5	8.0	140	29	£40880
3.0 (265) auto xDrive30d SE	39.8	5.8	154	40	£46925
3.0 (326) auto xDrive M40d	36.7	4.9	169	43	£53425

xLine: add £900 to SE, M Sport: add £1600 to Sport

X4 - 4752x1918mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 (354) auto xDrive M40i	26.9	4.9	205	43	£56755
2.0 (190) auto xDrive20d Sport	41.5	8.0	142	31	£43740
3.0 (265) auto xDrive30d Sport	40.4	5.8	153	31	£49655
3.0 (326) auto M40d	37.2	4.9	170	43	£56345

M Sport: add £2700 to Sport, M Sport X: add £1400 to M Sport

X5 - 4922x2004mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 (340) auto xDrive40i xLine	26.4	5.5	193	46	£58885
2.0 (265) auto xDrive30d xLine	36.7	6.5	158	45	£57495
3.0 (400) auto M50d	33.6	5.2	179	50	£71475

M Sport: add £3500 to xLine

X6 - 4909x1989mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 (258) auto xDrive30d M Sport	33.6	6.7	183	42	£62235
3.0 (313) auto xDrive40d M Sport	33.2	5.8	183	45	£65005
3.0 (381) auto M50d	30.1	5.2	205	48	£74045

X7 - 5151x2000mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 (340) auto xDrive40i	24.8	6.1	198	N/A	£74155
3.0 (340) auto xDrive40i M Sport	24.8	6.1	198	N/A	£76655
3.0 (265) auto xDrive30d	33.6	7.0	171	N/A	£72155
3.0 (265) auto xDrive30d M Sport	33.6	7.0	171	N/A	£74655
3.0 (400) auto M50d	31.4	5.4	185	N/A	£87240

2 Series Coupe - 4432x1774mm, **EURO-NCAP** N/A

DRIVER POWER POS: 50th

1.5T (136) 218i SE	38.2	8.8	140	20	£25640
1.5T (136) 218i Sport	38.2	8.8	140	20	£26640
2.0T (184) auto 220i Sport	38.2	7.0	135	26	£31215
2.0T (252) auto 230i M Sport	36.7	5.6	135	27	£33715
3.0T (340) auto M240i	38.7	4.6	167	39	£39425
3.0T (410) M2 Competition	28.5	4.4	227	47	£50975
3.0T (410) DCT M2 Competition	29.1	4.2	209	47	£53100
2.0 (150) 218d SE	52.3	8.5	120	21	£27820
2.0 (150) 218d Sport	51.4	8.5	120	22	£28820
2.0 (190) 220d Sport	50.4	7.2	122	27	£30590
2.0 (190) auto 220d xDrive Sport	46.3	7.0	135	27	£34000
2.0 (224) auto 225d M Sport	47.9	6.3	124	31	£36175

Auto: add £1450 to 218i/218d, add £1600 to 220d, M Sport: add £1600 to SE, Convertible: add £3200-£3515 (not xDrive/M2)

	MPG	0-60mph	CO ₂	Insurance group	List price
500L - 4147x1784mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.4 (95) Urban	34.9	13.4	154	11	£16995
1.4 (95) City Cross	34.4	13.9	157	11	£17895
1.4 (95) S-Design	34.4	13.9	157	11	£18895
1.4 (95) Cross	34.0	13.9	162	10	£18995

Tipo - 4368x1792mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.4 (95) Easy	36.7	12.4	149	6	£14550
1.4 (95) Street	37.2	12.4	149	6	£15050
1.4 (95) Lounge	36.2	12.4	151	6	£16860
1.4 T-Jet (120) Easy Plus	36.7	9.9	160	6	£16860
1.4 T-Jet (120) Lounge	34.9	9.9	164	6	£17860
1.4 T-Jet (120) S-Design	37.2	9.9	160	6	£18860
1.6 Multijet II (120) Easy Plus	51.4	9.8	117	6	£19505
1.6 Multijet II (120) Lounge	49.6	9.8	121	6	£20505
1.6 Multijet II (120) auto Easy Plus	48.7	11.0	123	6	£20505
Easy Plus: add £1000 to Easy, Tipo Station Wagon: add £1000					

500X - 4269x1796mm, EURO-NCAP ★★					
DRIVER POWER POS: 71st					
1.6 e-torQ (110) Urban	36.7	11.5	152	8	£17295
1.0 FireFly (120) Urban	41.5	10.9	131	8	£18295
1.0 FireFly (120) City Cross	40.9	10.9	133	10	£19295
1.0 FireFly (120) S-Design	40.9	10.9	133	10	£20495
1.3T FireFly (120) City Cross	40.9	9.1	140	14	£21495
1.3T FireFly (150) S-Design	40.9	9.1	140	14	£22695
Cross Plus: add £2000 to City Cross					

Fullback - 5225-5305x1785-1815mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.4 (150) SX	40.9	N/A	180	40	£27473
2.4 (180) LX	39.8	N/A	186	40	£30053
2.4 (180) Cross	39.8	N/A	186	42	£32993
Auto: add £1680 to LX/Cross					

FORD					
Dealers: 781 / Warranty: 3 years/60000 miles					
Ka+ - 3929x1695mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.2 (70) Studio	48.7	14.6	117	1	£11295
1.2 (70) Zetec	48.7	14.6	117	2	£12295
1.2 (85) Zetec	47.9	13.5	114	5	£12595
1.2 (85) Active	43.5	13.5	129	5	£13445
1.5 TDCI (95) Zetec	60.1	11.4	99	5	£14175
1.5 TDCI (95) Active	56.5	11.4	108	5	£15045

Fiesta - 4021x1734mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.1 T-VCT (70) Style 3dr	64.2	14.9	115	2	£13965
1.1 T-VCT (85) Zetec 3dr	64.2	13.8	114	5	£15465
1.0T EcoBoost (100) Zetec 3dr	50.4	10.6	106	10	£16065
1.0T EcoBoost (100) ST-Line 3dr	50.4	10.6	108	10	£17415
1.0T EcoBoost (100) auto Zetec 3dr	42.8	12.4	125	10	£17495
1.0T EcoBoost (100) auto ST-Line 3dr	42.8	12.4	128	10	£18845
1.0T EcoBoost (100) auto Vignale 3dr	42.8	12.4	127	10	£21795
1.0T EcoBoost (125) ST-Line 3dr	49.6	10.0	108	12	£17915
1.0T EcoBoost (125) Vignale 3dr	49.6	10.0	107	13	£20865
1.0T EcoBoost (140) ST-Line 3dr	48.7	9.0	112	15	£18235
1.0T EcoBoost (140) Vignale 3dr	48.7	9.0	112	15	£21185
1.0T EcoBoost (200) ST-1 3dr	40.4	6.5	136	28	£19495
1.5 TDCI (85) Style 3dr	60.1	12.5	96	8	£16065
1.5 TDCI (85) Zetec 3dr	60.1	12.5	96	8	£17065
1.5 TDCI (120) ST-Line 3dr	57.6	9.0	109	14	£19185
1.5 TDCI (120) Vignale 3dr	57.6	9.0	109	15	£22135
5dr: add £650 (not ST-1), Titanium: add £230 to ST-Line, B&O: add £1200 to Zetec, add £750 to Titanium, X pack: add £1400 to ST-Line/Titanium, ST-2: add £1000 to ST-1, ST-3: add £2500 to ST-1					

Fiesta Active - 4021x1734mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.0T EcoBoost (85) Active 1	46.3	12.7	113	10	£18045
1.0T EcoBoost (100) Active 1	50.4	10.6	113	10	£18345
1.0T EcoBoost (100) auto Active 1	42.8	12.4	138	10	£19795
1.0T EcoBoost (125) Active 1	49.6	10.0	113	13	£18845
1.0T EcoBoost (140) Active B&O	48.7	9.0	118	13	£20245
1.5 TDCI (85) Active 1	60.1	12.6	103	15	£19345
1.5 TDCI (120) Active B&O	57.6	9.2	112	15	£21235
Active B&O: add £1100 (not EcoBoost 85), Active X: add £1350 to Active B&O					

Focus - 4378x1825mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.0T EcoBoost (85) Style	49.6	13.5	110	5	£18300
1.0T EcoBoost (100) Style	50.4	12.1	107	8	£18650
1.0T EcoBoost (100) Zetec	50.4	12.1	107	8	£19650
1.0T EcoBoost (125) Zetec	49.6	10.0	107	12	£20150
1.0T EcoBoost (125) ST-Line	49.6	10.0	107	12	£21900
1.0T EcoBoost (125) auto Style	42.8	11.1	126	14	£20600
1.0T EcoBoost (125) auto Zetec	42.8	11.1	126	12	£21600
1.0T EcoBoost (125) auto ST-Line	42.8	11.1	126	12	£23350
1.5T EcoBoost (150) ST-Line	46.3	8.8	121	16	£22400
1.5T EcoBoost (150) auto ST-Line	40.9	8.9	133	16	£23850
1.5T EcoBoost (182) ST-Line X	44.1	8.3	126	18	£25650
1.5T EcoBoost (182) Vignale	44.1	8.3	126	17	£27050
1.5T EcoBoost (182) auto ST-Line X	39.8	8.4	137	18	£27100
1.5T EcoBoost (182) auto Vignale	39.8	8.4	137	17	£28300
1.5 EcoBlue (95) Style	64.2	11.4	91	12	£19600
1.5 EcoBlue (95) Zetec	64.2	11.4	91	12	£20600
1.5 EcoBlue (120) Zetec	62.8	10.0	93	14	£21100
1.5 EcoBlue (120) ST-Line	62.8	10.0	93	14	£22850
1.5 EcoBlue (120) auto Style	54.3	10.2	110	14	£21550
1.5 EcoBlue (120) auto Zetec	54.3	10.2	110	16	£22550
1.5 EcoBlue (120) auto ST-Line	54.3	10.2	110	16	£24300
2.0 EcoBlue (150) ST-Line	57.6	8.5	114	18	£24300
2.0 EcoBlue (150) auto ST-Line	51.4	9.3	114	20	£25750
Estate: add £1100, ST-Line X: add £2500 to ST-Line (not EcoBoost 150), Titanium: same price as ST-Line, Titanium X: add £1230 to Titanium, Vignale: add £3900 to Titanium (not EcoBoost 150)					

Focus Active - 4378x1825mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.0T EcoBoost (125) Active	49.6	10.3	108	12	£21900
1.0T EcoBoost (125) auto Active	42.8	11.7	126	12	£23350
1.5T EcoBoost (150) Active	46.3	9.1	121	16	£22400
1.5T EcoBoost (150) auto Active	40.9	9.7	133	16	£23850
1.5 EcoBlue (120) Active	62.8	10.8	93	14	£22850
1.5 EcoBlue (120) auto Active	54.3	10.7	110	14	£24300
2.0 EcoBlue (150) Active X	57.6	9.1	115	18	£26800
2.0 EcoBlue (150) auto Active X	51.4	9.3	117	20	£28250

Focus Active Estate : add £1100, Active X: add £2500 to Active					
Mondeo - 4869x1852mm, EURO-NCAP ★★					
DRIVER POWER POS: N/A					
1.5T EcoBoost (165) Zetec Edition	41.5	9.2	150	23	£21995
1.5T EcoBoost (165) auto Zetec Ed	38.2	9.1	169	23	£23795
2.0 (187) Hybrid Titan Ed 4dr 17in	52.3	9.2	98	27	£28005
2.0 (187) Hybrid Titan Ed 4dr 18in	52.3	9.2	108	27	£28025
2.0 (187) Hybrid Vignale 4dr	52.3	9.2	106	29	£31425
2.0 EcoBlue (150) Zetec Edition	61.4	10.7	123	23	£23395
2.0 EcoBlue (150) auto Zetec Ed	57.6	10.9	132	23	£25295
2.0 EcoBlue (190) at Titanium Ed	56.5	9.9	133	26	£28395
2.0 EcoBlue (190) auto Vignale	56.5	9.9	131	26	£31795
2.0 E'Blue (190) at ST-Line Ed AWD	52.3	10.0	141	27	£30830
2.0 EcoBlue (190) at Vignale AWD	52.3	10.0	141	29	£33130
Titanium Edition: add £2100 to Zetec Edition, ST-Line Edition: add £3200 to Zetec Edition, Mondeo Estate: add £1800 to EcoBoost, add £1400 to EcoBlue, add £1420 to Hybrid					

C-MAX - 4379x1828mm, EURO-NCAP ★★					
DRIVER POWER POS: 34th					
1.0T EcoBoost (100) Zetec	42.2	12.9	127	14	£22295
1.0T EcoBoost (100) Titanium	42.2	12.9	130	14	£23945
1.0T EcoBoost (125) Zetec	42.2	11.0	129	16	£22795
1.0T EcoBoost (125) Titanium	42.2	11.0	131	16	£24495
1.5T EcoBoost (150) auto Zetec	33.6	10.2	125	17	£25170
1.5T E'Boost (150) auto Titanium	33.6	10.2	127	17	£26870
1.5 TDCI (120) Zetec	48.7	11.3	125	17	£23695
1.5 TDCI (120) Titanium	48.7	11.3	127	17	£26345
1.5 TDCI (120) auto Zetec	46.3	12.4	124	17	£24945
1.5 TDCI (120) auto Titanium	46.3	12.4	132	17	£26895
Titanium X: add £1900 to Titanium (not EcoBoost 100)					

Grand C-MAX - 4519x1828mm, EURO-NCAP ★★					
DRIVER POWER POS: 34th					
1.0T EcoBoost (100) Zetec	39.8	12.9	133	14	£23895
1.0T EcoBoost (100) Titanium	39.8	12.9	136	14	£25495
1.0T EcoBoost (125) Zetec	39.8	11.0	134	16	£24395
1.0T EcoBoost (125) Titanium	39.8	11.0	136	16	£25995
1.5T EcoBoost (150) auto Zetec	32.1	10.2	119	17	£26760
1.5T E'Boost (150) auto Titanium	32.1	10.2	182	17	£28360
1.5 TDCI (120) Zetec	45.6	11.3	131	17	£25555
1.5 TDCI (120) Titanium	45.6	11.3	134	17	£27145
1.5 TDCI (120) auto Zetec	44.1	12.4	136	17	£26805
1.5 TDCI (120) auto Titanium	44.1	12.4	145	17	£28445
Titanium X: add £1900 to Titanium (not EcoBoost 100)					

S-MAX - 4796x1916mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5T EcoBoost (165) Zetec	38.7	9.9	170	19	£28395	
1.5T EcoBoost (165) Titanium	38.7	9.9	169	19	£30295	
2.0 TDCI (120) Zetec	53.3	13.4	134	16	£29645	
2.0 TDCI (150) Zetec	53.3	10.8	132	20	£29995	
2.0 TDCI (150) Titanium	53.3	10.8	132	20	£31895	
2.0 TDCI (150) auto Zetec	50.4	10.8	139	20	£31545	
2.0 TDCI (150) auto Titanium	50.4	10.8	139	20	£33445	
2.0 TDCI (150) Titanium AWD	50.4	10.8	149	20	£33345	
2.0 TDCI (190) Titanium	46.3	9.7	132	20	£32895	
2.0 TDCI (190) auto Titanium	48.7	9.5	136	24	£34445	
2.0 TDCI (190) auto ST-Line AWD	46.3	10.5	156	24	£37895	
2.0 TDCI (240) auto ST-Line	48.7	8.8	156	24	£37645	
ST-Line: add £1650-£1975 to Titanium (not EcoBlue 150), Vignale: add £3050 to Titanium (not EcoBoost)						

	MPG	0-60mph	CO ₂	Insurance group	List price
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Premium SE: add £2500 Premium auto

INFINITI

Dealers: 14 / Warranty: 3 years/60000 miles

Q30 - 4425x1805mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

1.6t (122) Pure	38.7	9.4	158	15	£21300
1.6t (122) auto Pure	37.2	8.9	148	15	£24380
1.6t (122) auto Luxe Tech	36.7	8.9	151	16	£31130
1.6t (122) auto Sport Tech	35.8	8.9	152	13	£33350
2.0t (211) auto Sport	34.9	7.2	162	14	£28870
2.0t (211) auto Sport Tech AWD	32.8	7.3	176	14	£37540
2.2d (170) auto Pure	45.6	8.3	142	14	£26210
2.2d (170) auto Sport	44.1	8.3	148	14	£28330
2.2d (170) auto Luxe Tech AWD	40.9	8.5	154	21	£34780
2.2d (170) auto Sport Tech AWD	40.4	8.5	157	21	£37000

Luxe: add £900 to Pure

Q50 - 4810x1820mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

3.5 V6 Hybrid (364) auto Luxe	31.4	5.1	181	42	£43415
3.5 V6 Hybrid (364) auto Sport	31.4	5.1	181	42	£44305
3.5 V6 Hybrid (364) at Sport AWD	26.2	5.4	190	42	£46615
3.5 V6 Hyb (364) at Spt Tech AWD	26.2	5.4	190	42	£50195

QX30 - 4425x1815mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.2d (170) auto Luxe AWD	40.9	8.5	155	23	£29720
2.2d (170) auto Luxe Tech AWD	39.2	8.5	158	23	£35570

ISUZU

Dealers: 103 / Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.9D (164) Eiger Double Cab	40.4	12.7	183	39	£21999
1.9D (164) auto Eiger Double Cab	36.2	13.0	205	39	£22999
1.9D (164) Yukon Double Cab	40.4	12.7	183	39	£22999
1.9D (164) at Yukon Double Cab	36.2	13.0	205	40	£23999
1.9D (164) Utah Double Cab	40.4	12.7	183	40	£25699
1.9D (164) auto Utah Double Cab	36.2	13.0	205	40	£26699
1.9D (164) Blade Double Cab	40.4	12.7	183	40	£28799
1.9D (164) auto Blade Double Cab	36.2	13.0	205	40	£29799
1.9D (164) Arctic Trucks AT35	40.4	12.7	183	42	£38545

Arctic Trucks AT35 auto: same price as manual

JAGUAR

Dealers: 84 / Warranty: 3 years/unlimited miles

XE - 4672x1967mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

2.0T (200) auto SE	39.2	7.2	165	25	£31815
2.0T (200) auto R-Sport	39.2	7.2	165	27	£34565
2.0T (250) auto SE	39.2	6.0	165	28	£34315
2.0T (250) auto R-Sport	39.2	6.0	165	30	£37065
2.0T (300) auto AWD SE	37.2	5.7	168	35	£39415
2.0T (300) auto AWD R-Sport	37.2	5.7	171	35	£41680
2.0T (300) auto AWD 300 Sport	37.2	5.7	171	35	£45460
2.0D (163) SE	50.7	8.9	124	22	£31505
2.0D (163) R-Sport	50.7	8.9	124	24	£34055
2.0D (163) auto SE	49.9	8.3	135	22	£33565
2.0D (163) auto R-Sport	49.9	8.3	135	24	£36115
2.0D (180) SE	51.1	7.9	134	25	£32315
2.0D (180) R-Sport	51.1	7.9	134	27	£35065
2.0D (180) auto SE	50.0	7.6	141	25	£34065
2.0D (180) auto R-Sport	50.0	7.6	141	27	£36815
2.0D (180) auto AWD SE	44.7	7.8	148	25	£35865
2.0D (180) auto AWD R-Sport	44.7	7.8	148	27	£38615
2.0D (240) auto AWD SE	42.5	6.1	156	31	£39180
2.0D (240) auto AWD R-Sport	42.5	6.1	156	32	£41930

Prestige: add £1000 to SE, Portfolio: add £650 to R-Sport

XF - 4954x1987mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

2.0T (250) auto Prestige	34.4	6.4	166	32	£39465
2.0T (250) auto R-Sport	34.4	6.4	165	32	£41615
2.0T (300) auto AWD Prestige	32.6	5.6	171	35	£44890
2.0T (300) auto AWD R-Sport	32.6	5.6	171	35	£46240
2.0D (163) Prestige	50.4	9.3	124	25	£34950
2.0D (163) R-Sport	50.4	9.3	124	25	£36700
2.0D (163) auto Prestige	49.9	8.6	135	25	£36740
2.0D (163) auto R-Sport	49.9	8.6	135	25	£38490
2.0D (180) Prestige	50.9	8.7	131	27	£35490
2.0D (180) R-Sport	50.9	8.7	126	27	£37600
2.0D (180) auto Prestige	49.9	7.9	139	27	£37240
2.0D (180) auto R-Sport	49.9	7.9	135	27	£39390
2.0D (180) auto AWD Prestige	44.4	8.0	148	27	£39360
2.0D (180) auto AWD R-Sport	44.4	8.0	144	27	£41510
2.0D (240) auto AWD Prestige	42.7	6.5	155	33	£42685
2.0D (240) auto AWD R-Sport	42.7	6.5	151	34	£44835
3.0D V6 (300) auto Portfolio	43.2	6.0	157	41	£50535
3.0D V6 (300) auto S	43.2	6.0	157	42	£53035

Sportbrake: add £2440, Portfolio: add £2200 to R-Sport

XJ - 5122-5247x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0D V6 (300) auto Luxury	37.9	5.9	184	50	£62360
3.0D V6 (300) auto XJ50	37.9	5.9	184	50	£74280
3.0D V6 (300) auto R-Sport	37.9	5.9	184	50	£74480
3.0D V6 (300) auto Luxury LWB	37.9	5.9	185	50	£65360
3.0D V6 (300) auto XJ50 LWB	37.9	5.9	185	50	£77280
3.0D V6 (300) auto Autoblog LWB	37.9	5.9	185	50	£83105

Premium Luxury: add £4000 to Luxury, Portfolio: add £1020 to Luxury

E-Pace - 4411x1984mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

2.0 P200 auto AWD	30.1	7.7	182	31	£33260
2.0 P200 auto AWD S	30.1	7.7	182	32	£40630
2.0 P200 auto AWD SE	30.1	7.7	182	32	£38450
2.0 P250 auto AWD	29.7	6.7	185	34	£35265
2.0 P250 auto AWD S	29.7	6.7	185	35	£38330
2.0 P250 auto AWD SE	29.7	6.7	185	35	£40450
2.0 P300 auto AWD SE	28.1	6.1	199	39	£44510
2.0 D150 FWD	42.6	9.5	143	24	£28930
2.0 D150 FWD S	42.6	9.5	143	26	£31990
2.0 D150 AWD	41.7	10.1	146	24	£30430
2.0 D150 AWD S	41.7	10.1	146	26	£33495
2.0 D150 auto AWD	39.4	9.9	158	24	£32505
2.0 D150 auto AWD S	39.4	9.9	158	26	£35570
2.0 D150 auto AWD SE	39.4	9.9	158	26	£37720
2.0 D180 AWD	41.1	9.4	149	29	£31180
2.0 D180 AWD S	41.1	9.4	149	29	£34245
2.0 D180 auto AWD	39.4	8.6	158	29	£33255

2.0 D180 auto AWD S	39.4	8.6	158	29	£36320
2.0 D180 auto AWD SE	39.4	8.6	158	29	£38440
2.0 D240 auto AWD S	36.9	6.8	182	35	£36330
2.0 D240 auto AWD SE	36.9	6.8	182	35	£42750

R-Dynamic: add £1550, HSE: add £2800 to SE

I-Pace - 4682x2011mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

90kWh (400) auto AWD EV400 S N/A 4.5 0 N/A £64495
 SE: add £5500, HSE: add £10500

F-Pace - 4731x2070mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

2.0T (250) 25t auto AWD Prestige	29.2	6.6	179	32	£43725
2.0T (300) 30t auto AWD Prestige	28.0	5.8	182	34	£46225
5.0 V8 S/C (550) auto AWD SVR	22.1	4.1	272	48	£74835
2.0D (163) RWD Prestige	44.8	9.6	145	23	£36520
2.0D (180) 20d auto RWD Prestige	43.4	8.1	152	27	£39095
2.0D (180) 20d auto AWD Prestige	40.0	8.4	157	27	£40895
2.0D (240) 25d auto AWD Prestige	38.5	6.8	173	32	£44290
3.0 V6 (300) 30d at AWD Portfolio	36.6	6.2	170	42	£52240
3.0 V6 (300) 30d auto AWD S	36.6	6.2	174	44	£54440

R-Sport: add £2305 to Prestige, Portfolio: add £2295 to R-Sport

F-Type - 4470x1923mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0T P300 auto	31.2	5.4	179	42	£51925
3.0 V6 S/C P340	25.1	5.5	234	45	£54925
3.0 V6 S/C auto P340	28.3	5.1	224	45	£56205
3.0 V6 S/C P380 R-Dynamic	24.6	5.3	242	47	£65675
3.0 V6 S/C auto P380 R-Dynamic	26.6	4.8	223	47	£66995
3.0 V6 S/C at P380 R-Dynam AWD	25.3	4.9	233	47	£72325
5.0 V8 S/C (550) at R AWD	25.5	3.9	249	50	£93215
5.0 V8 S/C (575) at SVR AWD	25.5	3.5	249	50	£113085

R-Sport: add £3700 to P300/P340, Convertible: add £5490

JEEP

Dealers: 66 / Warranty: 5 years/75000 miles

Renegade - 4236x1805mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

1.0 GSE (120) Limited	38.2	11.2	138	10	£24900
1.3 GSE (150) auto Longitude	39.8	9.4	141	10	£24300
1.6 Multijet (120) Longitude	48.7	10.2	127	12	£23500
1.6 Multijet (120) auto Longitude	47.1	10.2	126	13	£24800
2.0 Multijet (140) Limited 4WD	40.4	10.2	155	14	£28600
2.0 M'jet (140) auto Limited 4WD	49.6	10.2	166	14	£29900
2.0 M'jet (170) at Trailhawk 4WD	35.8	8.9	173	15	£30805

Limited: add £2700 to Longitude

Compass - 4394x1874mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: N/A

1.4 MultiAir (140) Longitude	45.6	9.9	143	17	£25715
1.4 MultiAir (170) at 4WD Limited	40.9	9.5	160	21	£33325
1.6 Multijet (120) Sport	64.2	11.0	117	16	£23755
1.6 Multijet (120) Longitude	64.2	11.0	117	17	£26755
2.0 Multijet (140) 4WD Longitude	54.3	10.1	138	18	£29525
2.0 Multijet (170) at 4WD Limited	49.6	9.5	148	23	£34925

Limited: add £3000 to Longitude

Cherokee - 4623x1859mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.2 M'Jet (185) Ltude Plus 4WD	49.6	8.8	149	35	£35750
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Wrangler - 4822x1943mm, **EURO-NCAP**★
DRIVER POWER POS: N/A

2.0 GME (272) auto Sahara 2dr	26.4	N/A	198	N/A	£44865
2.0 GME (272) auto Rubicon 2dr	25.7	N/A	211	N/A	£46865
2.0 GME (272) auto Sahara 4dr	25.4	N/A	201	N/A	£46365
2.0 GME (272) auto Rubicon 4dr	25.7	N/A	213	N/A	£48365
2.2 Multijet (200) auto Sahara 2dr	30.4	N/A	198	N/A	£44865
2.2 M'jet (200) auto Rubicon 2dr	29.4	N/A	197	N/A	£46865
2.2 Multijet (200) auto Sahara 4dr	29.7	N/A	202	N/A	£46365
2.2 M'jet (200) auto Rubicon 4dr	28.8	N/A	206	N/A	£48365

Overland: add £2000 to Sahara

Grand Cherokee - 4822x1943mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.2 V6 S/C (710) auto Trackhawk	N/A	3.7	N/A	50	£89999
3.0 CRD V6 (250) auto Night Eagle	40.4	8.2	184	43	£49880

KIA

Dealers: 187 / Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, **EURO-NCAP**★★★
DRIVER POWER POS: 66th

1.0 MPI (66) 1	50.4	13.8	128	4	£9720
1.0 MPI (66) 2	50.4	13.8	128	5	£11075
1.25 MPI (83) 2	49.6	11.6	129	8	£11575
1.25 MPI (83) 3	49.6	11.6	130	6	£12975
1.25 MPI (83) GT-Line	47.9	11.6	133	7	£12820
1.25 MPI (83) GT-Line S	47.9	11.6	134	7	£14220
1.25 MPI (83) auto 2	43.5	13.2	148	8	£12245
1.25 MPI (83) auto 3	43.5	13.2	148	6	£13645
1.25 MPI (83) auto X-Line	42.2	13.2	151	7	£13490
1.0 T-GDI (99) GT-Line	48.7	9.8	133	10	£13320
1.0 T-GDI (99) GT-Line S	48.7	9.8	133	10	£14720
X-Line/X-Line S: same price as 1.25 GT-Line/GT-Line S					

	MPG	0-60mph	CO ₂	Insurance group	List price
UX - 4495x1840mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 Hybrid (178) auto UX 250h	53.2	8.5	94	22	£29900
2.0 Hyb (178) at UX 250h E-Four	53.2	8.5	103	22	£36100
2.0 Hyb (178) at UX 250h F Sport	50.4	8.5	97	22	£33900
Takumi: add £5200 to F Sport, E-Four: add £4300 to F Sport, add £1250 to Takumi					

NX - 4640x1845mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 6th					
2.5 Hybrid (197) auto NX 300h	37.1	9.2	135	27	£35950
2.5 Hyb (197) at NX 300h F Sport	37.1	9.2	135	27	£41500
2.5 Hyb (197) at NX 300h Takumi	37.1	9.2	135	28	£45500

RX - 4890-5000x1895mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 5th					
3.5 V6 Hybrid (313) auto RX 450h	37.1	7.7	132	41	£49700
3.5 V6 Hyb (313) at RX 450h F Sport	35.7	7.7	134	41	£55200
3.5 V6 Hy (313) at RX 450h Takumi	36.2	7.7	134	41	£61700
3.5 V6 Hy (313) at RX 450h L	35.7	8.0	136	41	£50995
3.5 V6 Hy (313) at RX 450h L T*kum	34.8	8.0	138	41	£61995

RC - 4704x1849mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.5 Hybrid (223) auto RC 300h	47.5	8.6	114	34	£38800
2.5 Hyb (223) at RC 300h F Sport	47.5	8.6	114	35	£42300
2.5 Hyb (223) at RC 300h Takumi	47.5	8.6	114	35	£45800

LC - 4770x1920mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6 Hybrid (359) auto LC 500h	34.8	4.7	150	47	£76595
5.0 V8 (464) auto LC 500	24.4	4.4	265	48	£76595

LOTUS					
Dealers: 18 / Warranty: 3 years/36000 miles					
Elise - 3785x1719mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.6 (136) Sport	44.8	6.0	149	42	£32305
1.8 (220) Sport 220	37.7	4.2	173	48	£39330
1.8 (246) Cup 250	37.7	3.9	175	N/A	£47430
1.8 (246) Race 250	37.7	3.9	175	N/A	£35330
Elise Sprint: add £5000 to 1.6 Sport, same price as 1.8 Sport					

Edge - 4052x1802mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6 VVTH 5/C (350) Sport	28.0	3.7	235	50	£59435
3.5 V6 VVTH 5/C (380) Sport	27.2	3.5	242	50	£70135
3.5 V6 VVTH 5/C (380) Cup	28.0	3.4	242	50	£83060
Auto: add £1500-£1665, Roadster: same price (not Cup)					

Evora - 4342-4394x1848-1972mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6 VVTH 5/C (406) 400	29.1	4.1	225	50	£74980
3.5 V6 VVTH 5/C (406) Sport 410	29.1	4.0	225	50	£83480
Auto: add £2000					

McLAREN					
Dealers: 7 / Warranty: 3 years					
Sports Series - 4530-4604x1930mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.8 V8TT 55G 540C	25.5	3.4	258	50	£127890
3.8 V8TT 55G 570S	25.5	3.1	258	50	£145140
3.8 V8TT 55G 570GT	26.6	3.4	249	50	£157005
3.8 V8TT 55G 600LT	24.1	2.9	249	50	£185500
570S Spider: add £19680					

Super Series - 4543x2059mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.0 V8TT 55G 720S	26.4	2.8	249	50	£210415
4.0 V8TT 55G 720S Perf/Lux Eds	26.4	2.8	249	50	£219835

MASERATI					
Dealers: 19 / Warranty: 3 years/unlimited miles					
Ghibli - 4971x1948mm, EURO-NCAP★★★★★					
DRIVER POWER POS: N/A					
3.0 V6TT (350) auto	24.9	5.5	255	N/A	£57325
3.0 V6 (275) auto Diesel	35.7	6.3	184	N/A	£53415
GranLusso/GranSport: add £7500					

Quattroporte - 5262x1948mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 V6TT (416) auto	24.9	5.5	259	N/A	£76050
3.0 V6 (279) auto Diesel	35.7	6.4	198	N/A	£72450
GranLusso/GranSport: add £8500					

Levante - 5003x1968mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 V6 (350) auto	22.4	6.0	268	N/A	£59300
3.0 V6 (430) auto S	22.4	5.2	273	N/A	£70400
3.0 V6 (275) auto Diesel	30.0	6.9	207	N/A	£56500
GranLusso/GranSport: add £5045 to S, add £6240 to Diesel					

GranTurismo - 4881x1915mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.7 V8 (466) auto Sport	19.7	4.8	331	N/A	£94355
4.7 V8 (466) auto MC	18.2	4.5	360	N/A	£109990
GranCabrio: add £13515 to Sport, add £6465 to MC					

MAZDA					
Dealers: 154 / Warranty: 3 years/60000 miles					
2 - 4060x1695mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 49th					
1.5 (75) SE+	49.6	11.3	111	13	£13595
1.5 (75) SE-L+	49.6	11.3	111	13	£14395
1.5 (90) SE-L Nav+	49.6	9.7	111	15	£15195
1.5 (90) auto SE-L Nav+	47.9	12.0	118	15	£16495
1.5 (115) GT Sport Nav+	48.7	9.0	127	20	£17395
Sport Nav+: add £800 to SE-L Nav+, GT Sport Nav+: add £1600 to					

1.5 (90) SE-L Nav+					
MPG	0-60mph	CO ₂	Insurance group	List price	

3 - 4460x1795mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					

2.0 (122) SE-L	45.6	10.4	117	17	£20595
2.0 (122) auto SE-L	43.5	10.8	126	22	£21895
2.0 (122) Sport	45.6	10.4	119	17	£22795
2.0 (122) auto Sport	43.5	10.8	128	22	£24095
2.0D (116) SE-L	56.5	10.3	107	16	£22395
2.0D (116) auto SE-L	50.4	12.1	121	23	£23735
2.0D (116) Sport	56.5	10.3	109	16	£24595
2.0D (116) auto Sport	50.4	12.1	127	23	£25935
SE-L Lux: add £1100 to SE-L, GT Sport: add £1800 to Sport, GT Sport Tech: add £900 to GT Sport (not Skyactiv-D)					

6 - 4870x1840mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 35th					

2.0 (145) SE-L Nav+	42.2	9.9	142	16	£23195
2.0 (145) auto SE-L Nav+	40.3	10.9	141	16	£24685
2.0 (165) Sport Nav+	42.2	9.4	146	19	£25995
2.5 (194) auto GT Sport Nav+	38.2	8.1	153	26	£30795
2.2D (150) SE-L Nav+	55.4	9.1	117	19	£25795
2.2D (150) auto SE-L Nav+	47.9	10.6	133	19	£27595
2.2D (150) Sport Nav+	55.4	10.0	117	19	£27895
2.2D (184) Sport Nav+	53.3	8.5	124	23	£28495
2.2D (184) auto Sport Nav+	47.9	9.0	133	23	£30295
Tourer: add £900 (not 2.0 (145) auto), SE-L Lux: add £1400 to SE-L manual, GT Sport Nav+: add £2390 to 2.2D (184) Sport Nav+					

CX-3 - 4275x1765mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 48th					

2.0 (121) SE Nav+	42.8	9.0	141	18	£18995
2.0 (121) SE-L Nav+	42.8	9.0	141	15	£20395
2.0 (121) auto SE-L Nav+	39.2	9.9	140	15	£21395
2.0 (150) Sport Nav+ AWD	38.2	8.8	160	18	£23795
2.0 (150) auto Sport Nav+ AWD	34.9	9.7	152	18	£24995
1.8D (115) Sport Nav+	54.3	9.9	114	15	£22895
Sport Nav+: add £1300 to SE-L Nav+					

CX-5 - 4550x1840mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 19th					

2.0 (165) SE-L Nav+	38.2	10.3	146	15	£24095
2.0 (165) auto SE-L Nav+	36.7	9.8	150	15	£24095
2.0 (165) Sport Nav+	38.2	10.3	145	16	£27095
2.0 (165) auto Sport Nav+	36.7	9.8	150	16	£27095
2.2D (150) SE-L Nav+	47.9	9.9	130	19	£26095
2.2D (150) auto SE-L Nav+	43.5	10.7	143	19	£26095
2.2D (150) Sport Nav+	49.6	9.9	128	19	£29095
2.2D (150) auto Sport Nav+	43.5	10.7	143	19	£29095
2.2D (184) Sport Nav+ AWD	42.8	9.3	137	23	£31795
2.2D (184) auto Sport Nav+ AWD	39.8	9.6	145	23	£31795
GT Sport Nav+: add £2400 to 2.0 (165) Sport Nav+, add £2970 to 2.2D (184) Sport Nav+					

MX-5 - 3915x1735mm, EURO-NCAP★★★★★					
DRIVER POWER POS: 13th					

1.5 (132) SE+	44.8	8.3	143	25	£18995
1.5 (132) SE-L Nav+	44.8	8.3	143	26	£20795
2.0 (184) SE-L Nav+	40.9	6.5	156	31	£22295
2.0 (184) auto SE-L Nav+ RF	37.2	7.9	157	30	£27995
Sport Nav: add £2500 to SE-L, GT Sport Nav+: add £3500 to 2.0 SE-L Nav+, MX-5 RF: add £1800 (not 1.5 SE+)					

MERCEDES					
Dealers: 147 / Warranty: 3 years/unlimited miles					
A-Class - 4419x1796mm EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.3T (136) A 180 SE	47.1	9.2	127	19	£23075
1.3T (136) A 180 Sport	47.1	9.2	129	20	£24575
1.3T (136) auto A 180 SE	47.9	8.8	119	19	£24675
1.3T (136) auto A 180 Sport	47.9	8.8	122	20	£26175
1.3T (163) A 200 Sport	46.3	8.2	136	23	£26165
1.3T (163) auto A 200 Sport	47.9	8.0	123	23	£27725
2.0T (190) auto A 220 AMG Line	41.5	6.9	141	27	£29565
2.0T (190) a A 220 AMG LI 4MATIC	39.8	6.9	148	28	£31165
2.0T (227) auto A 250 AMG Line	41.5	6.2	141	29	£30465
2.0T (306) auto AMG A 35 4MATIC	35.8	4.7	167	3	£35800
1.5 (116) auto A 180 d SE	61.4	10.5	108	17	£26025
1.5 (116) auto A 180 d Sport	61.4	10.5	111	18	£27565
2.0 (150) auto A 200 d Sport	58.9	8.1	110	23	£28805
2.0 (190) auto A 220 d AMG Line	57.7	7.0	114	26	£31575
AMG Line: add £1120 to Sport, A-Class Saloon; add £595 to A 180 d Sport/AMG Line, A 200 Sport/AMG Line, A 220 4MATIC, A 250					

	MPG	0-60mph	CO ₂	Insurance group	List price
Dealers: 125 / Warranty: 5 years/62500 miles					
Mirage - 3710x1665mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2 MIVEC (80) 3	55.4	12.7	115	18	£11295
1.2 MIVEC (80) auto 4	47.9	13.5	133	18	£14020
4: add £2060 to 3					

ASX - 4295x1770mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.6 MIVEC (117) Juro	37.7	12.2	169	15	£19195

Eclipse Cross - 4405x1805mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5T MIVEC (163) 2	37.7	9.7	170	18	£21915
1.5T MIVEC (163) 3	37.7	9.7	170	18	£23480
1.5T MIVEC (163) auto 3	33.2	10.0	192	20	£24805
1.5T MIVEC (163) auto 3 4WD	32.5	10.0	196	20	£26675
4: add £2505 to 3, add £2635 to 3 auto 4WD					

Outlander - 4695x1810mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.0 (150) auto Juro	32.5	13.3	196	27	£28220
2.4 Hybrid (221) auto PHEV Juro	139.7	10.5	46	27	£36755
2.4 Hybrid (221) auto PHEV 4hs	139.7	10.5	46	26	£42020
2.2 Di-D (150) 3	53.3	10.2	139	23	£28670
2.2 Di-D (150) Juro	53.3	10.2	139	24	£29770
2.2 Di-D (150) auto 3	48.7	11.6	154	23	£30485
2.2 Di-D (150) auto Juro	48.7	11.6	154	24	£31585
4: add £2040 to petrol Juro, add £2745 to PHEV Juro, add £3050 to diesel Juro, 5h5hs: add £4435 to 4h4hs					

L200 - 5205x1785mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.5 Di-D (178) 4Life Double Cab	44.1	12.2	169	12	£22355
2.5 Di-D (178) Titan Double Cab	42.8	10.4	173	13	£23980
2.5 Di-D (178) Warrior Double Cab	42.8	10.4	173	13	£26505
2.5 Di-D (178) Barbarian Dbl Cab	42.8	10.4	173	13	£27630
Auto: add £1400 to Warrior/Barbarian, SVPl: add £4116 to Barbarian					

Shogun Sport - 4785x1815mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.4 Di-D (181) Shogun Sport 3	32.8	11.0	227	43	£37775
Shogun Sport 4: add £2000 to 3					

Shogun - 4385-4900x1875mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.2 Di-DC (187) auto SWB SG2	31.4	10.4	238	32	£33315
3.2 Di-DC (187) auto SWB Warrior	31.4	10.4	238	30	£36285
3.2 Di-DC (187) auto LWB SG2	30.4	11.1	245	32	£35715
3.2 Di-DC (187) auto LWB SG3	30.4	11.1	245	34	£39075
Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3, SG5: add £5000 to SG3					

NISSAN					
Dealers: 221 / Warranty: 3 years/60000 miles					
Micra - 3999x1743mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 15th					
1.0 IG (71) Visia	46.3	16.4	121	1	£12875
1.0 IG (71) Acenta	46.3	16.4	121	1	£15095
0.9 IG-T (90) Visia+	47.1	12.1	118	3	£14715
0.9 IG-T (90) Acenta	47.1	12.1	118	3	£15985
0.9 IG-T (100) N-Sport	50.4	10.9	103	3	£17935
0.9 DiG-T (117) Acenta	47.9	9.9	114	3	£17305
1.5 dCi (90) Visia	52.3	11.9	107	8	£15300
1.5 dCi (90) Acenta	52.3	11.9	107	8	£17480
Visia+: add £950 to Visia, N-Sport: add £1700 to Acenta (117), N-Connecta: add £1315 to Acenta (not 1.0 IG), Tekna: add £2525 to Acenta (not 1.0 IG)					

Juke - 4135x1765mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 16th					
1.6 (112) Visia	34.4	12.5	157	8	£15505
1.6 (112) Acenta	34.4	12.5	157	10	£17450
1.6 (112) Tekna	34.4	12.5	157	10	£20595
1.5 dCi (110) Visia	49.6	11.2	123	11	£17450
1.5 dCi (110) Acenta	49.6	11.2	123	12	£18990
Auto: add £900 to 1.6 Acenta, add £1210 to 1.6 Tekna, Bose Personal Edition: add £1890					

Leaf - 4490x1790mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 38th					
40 kWh (150) Acenta	N/A	7.9	0	21	£29690
N-Connecta: add £1700 to Acenta, 2.ZERO: add £600 to N-Connecta, Tekna: add £1500 to N-Connecta					

e-NV200 Kombi - 4560x1755mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
40 kWh (109) Visia	N/A	14.0	0	21	£32755
Acenta: add £2400 to Visia, Evalia: add £4200 to Visia, 7 seats: add £720 to all models					

Qashqai - 4330x1780mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 22nd					
1.3 DiG-T (140) Visia	41.4	10.5	121	N/A	£19995
1.3 DiG-T (140) Acenta Premium	41.4	10.5	121	N/A	£22895
1.3 DiG-T (160) Acenta Premium	41.4	8.9	121	N/A	£23995
1.3 DiG-T (160) auto Acenta Prem	40.7	9.9	122	N/A	£25445
1.5 dCi (115) Visia	53.3	12.3	100	N/A	£21595
1.5 dCi (115) Acenta Premium	53.3	12.3	100	N/A	£24495
1.5 dCi (115) auto Acenta Prem	53.7	13.0	106	N/A	£25945
N-Connecta: add £1700 to Acenta Premium, Tekna: add £2300 to N-Connecta, Tekna+: add £1200 to Tekna					

X-Trail - 4690x1820mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 60th					
1.6 DiG-T (163) Tekna	44.1	9.7	149	20	£32590
1.6 dCi (130) N-Connecta 4WD	52.3	11.0	143	18	£32600
1.6 dCi (130) Tekna	55.4	10.5	133	16	£33700
2.0 dCi (177) N-Connecta 4WD	46.3	10.0	162	23	£34865
2.0 dCi (177) Tekna 4WD	46.3	10.0	162	23	£35600

Navara - 5330x1850mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					

2.3 dCi (163) Double Cab Visia					
44.9	12.0	167	36	£28645	
2.3 dCi (163) Double Cab Acenta					
44.9	12.0	167	36	£27785	
2.3 dCi (190) Double Cab Acenta+					
44.9	10.8	167	37	£30245	
2.3 dCi (190) Double Cab AT32					
44.9	10.8	167	38	£33095	
Auto: add £1740 (not Visia, Acenta), N-Connecta: add £870 to Acenta+, N-Guard: add £900 to Tekna					

370Z - 4265x1845mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.7 V6 (328) 370Z	23.3	5.3	248	46	£29805
3.7 V6 (328) 370Z GT	23.3	5.3	248	46	£34805
3.7 V6 (328) auto 370Z GT	23.6	5.3	245	46	£36305
3.7 V6 (344) 370Z Nismo	23.2	5.2	248	44	£40305

GT-R - 4710x1895mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.8 V6TT (570) auto Pure	20.2	2.7	275	50	£81995
3.8 V6TT (570) auto Track Edition	20.2	2.7	275	50	£94995
3.8 V6TT (600) auto Nismo	19.6	2.7	275	50	£151995

PEUGEOT					
Dealers: 283 / Warranty: 3 years/60000 miles					
iOn - 3474x1475mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
47kW auto iOn	N/A	15.9	0	28	£20534

108 - 3475x1615mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 (72) Access 3dr	57.3	13.8	93	8	£9690
1.0 (72) Active 3dr	57.3	13.8	93	8	£11430
1.0 (72) auto Active Sdr	55.0	15.2	95	9	£12330
1.0 (72) Collection Sdr	57.3	13.8	93	8	£13485
1.0 (72) auto Collection Sdr	55.0	15.2	95	9	£13985
Sdr: add £400 to 3dr (not Access), Allure: add £1405 to Active, 108 Top!: add £1400 to Sdr models (not Active auto)					

208 - 3973x1739mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 73rd					
1.2 PureTech (82) Active Sdr	51.5	13.5	110	11	£14900
1.2 PureTech (82) Tech Edition Sdr	51.5	13.5	110	12	£16450
1.2 P'Tech (110) Tech Edition Sdr	49.8	9.3	106	18	£17660
1.2 P'Tech (110) auto Tech Ed Sdr	44.8	9.9	116	18	£18860
1.5 BlueHDi (100) Active Sdr	67.0	N/A	90	18	£17185
1.5 BlueHDi (100) Tech Edition Sdr	67.0	N/A	90	19	£18735
Signature: add £350 to Active, GT Line: same price as Tech Edition (not PureTech 82)					

308 - 4253x1804mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.2T PureTech (110) Active	47.7	10.1	108	15	£20000
1.2T PureTech (130) Active	48.9	9.1	108	19	£20470
1.2T PureTech (130) auto Active	48.5	9.8	119	19	£22070
1.2T PureTech (130) Tech Edition	48.9	9.1	113	20	£23220
1.2T PureTech (130) auto Tech Ed	48.5	9.8	123	20	£24620
1.6 THP (225) auto GT	40.1	7.4	132	27	£28340
1.6 THP (260) GTI	37.8	6.0	148	36	£29920
1.5 BlueHDi (100) Active	63.8	11.5	99	17	£20940
1.5 BlueHDi (130) Active	62.7	9.8	94	22	£21770
1.5 BlueHDi (130) auto Active	62.1	9.4	95	22	£23370
1.5 BlueHDi (130) Tech Edition	62.7	9.8	97	23	£24520
1.5 BlueHDi (130) auto Tech Ed	62.1	9.4	98	23	£25920
2.0 BlueHDi (180) auto GT	49.4	8.2	116	29	£28380
308 SW: add £950 (not GTI), Allure: add £1300 to Active (not BlueHDi 100), GT Line: add £450 to Tech Edition					

1.2 PureTech (82) Active Sdr	51.5	13.5	110	11	£14900
1.2 PureTech (82) Tech Edition Sdr	51.5	13.5	110	12	£16450
1.2 P*Tech (110) Tech Edition Sdr	49.8	9.3	106	18	£17660
1.2 P*Tech (110) auto Tech Ed Sdr	44.8	9.9	116	18	£18860
1.5 BlueHDi (100) Active Sdr	67.0	N/A	90	18	£17185
1.5 BlueHDi (100) Tech Edition Sdr	67.0	N/A	90	19	£18735
Signature: add £350 to Active, GT Line: same price as Tech Edition (not PureTech 82)					

	MPG	0-60mph	CO ₂	Insurance group	List price
Ibiza - 4061x1693mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 MPI (80) SE	48.7	14.7	112	3	£15495
1.0 TSI (95) SE	53.3	10.9	105	8	£15965
1.0 TSI (95) FR	53.3	10.9	105	10	£17605
1.0 TSI (95) Xcellence	53.3	10.9	105	9	£18615
1.0 TSI (115) FR	50.4	9.3	108	13	£18195
1.0 TSI (115) Xcellence	50.4	9.3	118	14	£19045
1.0 TSI (115) auto FR	47.9	9.5	112	13	£19295
1.0 TSI (115) auto Xcellence	47.9	9.5	112	14	£20145
1.6 TDI (95) SE	60.1	11.3	100	11	£17965
1.6 TDI (95) FR	60.1	11.3	100	11	£19905
1.6 TDI (95) Xcellence	60.1	11.3	100	11	£20915
SE Technology: add £630 to SE, FR Sport: add £1120 to FR, Xcellence Lux: add £730 to Xcellence					

Leon - 4282x1816mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 47th					
1.0 TSI (115) SE	50.4	9.8	109	13	£18260
1.5 TSI Evo (130) SE	47.9	9.4	111	14	£18680
1.5 TSI Evo (130) FR	46.3	9.4	113	15	£21515
1.5 TSI Evo (130) Xcellence	46.6	9.4	113	16	£24235
1.5 TSI Evo (150) FR	48.7	8.2	117	19	£23130
1.5 TSI Evo (150) Xcellence	47.9	8.2	117	19	£24760
1.5 TSI Evo (150) auto FR	44.8	8.3	115	19	£24480
1.5 TSI Evo (150) auto Xcellence	44.1	8.3	115	19	£26110
2.0 TSI (190) auto FR	40.4	7.2	141	24	£25765
2.0 TSI (190) auto Xcellence	40.9	7.2	141	25	£27395
2.0 TSI (290) Cupra	38.7	6.0	149	26	£29870
2.0 TSI (290) Cupra Lux	38.7	6.0	149	26	£30980
1.6 TDI (115) SE	57.6	9.8	109	12	£19720
1.6 TDI (115) auto SE	57.6	10.2	106	12	£20970
2.0 TDI (150) FR	TBC	TBC	TBC	TBC	£TBC
2.0 TDI (150) Xcellence	TBC	TBC	TBC	TBC	£TBC
SE Dynamic: add £785 to SE, FR Sport: add £2150 to FR, Xcellence Lux: add £825 to Xcellence, Leon ST estate: add £995					

Alhambra - 4854x1904mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.4 TSI (150) S	35.8	9.9	153	19	£27590
1.4 TSI (150) SE	35.3	9.9	153	20	£29995
2.0 TDI (150) Ecomotive S	44.1	10.3	135	19	£29800
2.0 TDI (150) Ecomotive SE	44.1	10.3	135	20	£31850
2.0 TDI (150) auto S	41.5	10.3	140	19	£31320
2.0 TDI (150) auto SE	41.5	10.3	140	20	£33190
2.0 TDI (177) Xcellence	40.4	9.3	147	TBC	£38325
SE L: add £3060 to SE, Xcellence: add £610 to 2.0 TDI SE L					

Arona - 4138x1780mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 TSI (95) SE	48.7	11.4	115	9	£17145
1.0 TSI (115) FR	49.6	9.8	114	12	£20405
1.0 TSI (115) Xcellence	49.6	9.8	114	12	£21545
1.0 TSI (115) auto SE	46.3	10.0	112	12	£18545
1.0 TSI (115) auto FR	46.3	10.0	112	12	£21485
1.0 TSI (115) auto Xcellence	46.3	10.0	112	12	£22545
1.5 TSI Evo (150) FR	48.7	8.2	112	18	£21775
1.6 TDI (95) SE	56.5	11.9	113	10	£18895
1.6 TDI (95) auto Xcellence	54.3	12.8	115	11	£23855
1.6 TDI (115) SE Technology Lux	56.5	10.3	114	12	£20505
1.6 TDI (115) FR	57.6	10.3	114	13	£22115
1.6 TDI (115) Xcellence	56.5	10.3	114	13	£23255
SE Technology: add £925 to SE, FR Sport: add £1030 to FR, Xcellence Lux: add £1315 to Xcellence					

Ateca - 4363x1841mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 37th					
1.0 TSI (115) Ecomotive SE	43.5	10.7	122	10	£21940
1.5 TSI Evo (150) SE	41.5	8.5	126	N/A	£23650
1.5 TSI Evo (150) FR	42.2	8.5	126	N/A	£26570
1.5 TSI Evo (150) Xcellence	41.5	8.5	126	N/A	£26890
1.5 TSI Evo (150) auto SE	40.4	8.6	129	10	£25030
1.5 TSI Evo (150) auto FR	40.4	8.6	129	10	£27950
1.5 TSI Evo (150) auto Xcellence	39.8	8.6	129	10	£28270
1.5 TSI Evo (150) auto 4Drive SE	34.0	9.2	149	10	£26630
1.5 TSI Evo (150) auto 4Drive FR	34.0	9.2	149	10	£29550
1.5 TSI Ev (150) at 4Driv Xcellence	33.6	9.2	149	10	£29670
2.0 TSI (190) auto 4Drive FR	33.6	7.1	156	10	£31340
2.0 TSI (190) at 4Drive Xcellence	33.6	7.1	156	10	£31580
1.6 TDI (115) SE	54.3	11.5	120	12	£24090
1.6 TDI (115) Xcellence	53.3	11.5	120	12	£27650
1.6 TDI (115) auto SE	50.4	11.5	128	12	£25470
1.6 TDI (115) auto Xcellence	49.6	11.5	128	12	£29030
2.0 TDI (150) SE	50.4	8.8	124	12	£25690
2.0 TDI (150) FR	50.4	8.8	124	12	£28730
2.0 TDI (150) Xcellence	49.6	8.8	124	12	£29050
2.0 TDI (150) auto SE	48.7	8.8	123	12	£27070
2.0 TDI (150) auto FR	48.7	8.8	123	12	£30110
2.0 TDI (150) auto Xcellence	47.9	8.8	123	12	£30430
2.0 TDI (150) auto 4Drive SE	44.1	8.8	TBC	TBC	£TBC
2.0 TDI (150) auto 4Drive FR	44.1	8.8	TBC	TBC	£TBC
2.0 TDI (150) at 4Drive Xcellence	44.1	8.8	TBC	TBC	£TBC
2.0 TDI (190) auto 4Drive FR	TBC	TBC	TBC	TBC	£TBC
2.0 TDI (190) at 4Drive Xcellence	TBC	TBC	TBC	TBC	£TBC
SE Technology: add £1760 to SE, FR Sport: add £1385 to FR, Xcellence Lux: add £2540 to Xcellence					

Terraco - 4735x1839mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.5 TSI Evo (150) SE	37.2	9.7	152	23	£28320
1.5 TSI Evo (150) Xcellence	36.7	9.7	152	23	£30410
2.0 TSI Ev (190) at 4Driv Xcellence	31.0	8.0	166	29	£34830
2.0 TDI (150) SE	47.9	9.8	129	24	£29805
2.0 TDI (150) Xcellence	47.1	9.8	129	24	£31895
2.0 TDI (150) auto 4Drive SE	39.8	9.8	146	25	£32985
2.0 TDI (150) at 4Drive Xcellence	39.2	9.8	146	25	£35075
2.0 TDI (190) at 4Drive X'ence Lux	38.2	8.0	147	30	£36315
SE Tech: add £1010 to SE, Xcellence Lux: add £1725 to Xcellence					

SKODA					
Dealers: 135 / Warranty: 3 years/60000 miles					
Citigo - 3597x1645mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.0 MPI (60) S 3dr	55.4	14.4	96	2	£8885
1.0 MPI (60) SE 3dr	55.4	14.4	96	3	£10160
1.0 MPI (60) Colour Edition 3dr	54.3	14.4	96	3	£10855
1.0 MPI (60) Monte Carlo 3dr	54.3	14.4	96	3	£11535
1.0 MPI (75) SE L 3dr	53.3	13.5	97	3	£11100
3dr: add £350 to 3dr, SE L: add £550 to SE (60)					

Fabia - 3997x1732mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 55th					

	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S					
1.0 MPI (75) S	50.4	16.6	110	1	£12255
1.0 MPI (75) SE	49.6	14.9	111	2	£13135
1.0 MPI (75) SE	49.6	14.9	111	3	£14425
1.0 MPI (75) Colour Edition	48.7	14.9	111	3	£14975
1.0 TSI (95) S	51.4	10.8	106	8	£13865
1.0 TSI (95) SE	51.4	10.8	106	9	£15155
1.0 TSI (95) Colour Edition	51.4	10.8	106	9	£15705
1.0 TSI (110) SE	51.4	9.6	107	12	£15805
1.0 TSI (110) auto SE	47.9	10.1	106	12	£16805
SE L: add £1350 to SE (not 1.0 MPI Estate), Monte Carlo: add £20250 to SE (not 1.0 MP/DSG Estate), Estate: add £1020 to S, add £1165 to SE/SE L (not 1.0 MPI), add £885 to Monte Carlo					

Rapid Spaceback - 4304x1706mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					

1.0 TSI (95) S	51.4	11.1	109	13	£14630
1.0 TSI (95) SE Tech	50.4	11.1	109	13	£15865
1.0 TSI (95) SE Tech	50.4	9.9	112	17	£16585
1.0 TSI (110) auto SE Tech	47.1	10.2	110	17	£17795
SE Sport: add £1200 to SE Tech					

Octavia - 4670x1814mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 10th					
1.0 TSI (115) S	50.4	10.0	107	15	£18110
1.0 TSI (115) auto S	47.1	10.1	106	15	£19360
1.5 TSI (150) SE	48.7	8.3	112	20	£20715
1.5 TSI (150) SE L	46.3	8.3	115	18	£22750
1.5 TSI (150) auto SE	46.3	8.3	114	20	£21965
1.5 TSI (150) auto SE L	44.8	8.3	116	18	£24000
2.0 TSI (190) auto SE L	40.9	7.3	133	21	£25150
2.0 TSI (190) auto 4x4 SE L Estate	35.3	6.8	150	21	£27800
2.0 TSI (245) vRS	39.2	6.6	154	29	£27055
2.0 TSI (245) auto vRS	38.2	6.6	142	29	£28445
1.6 TDI (115) S	58.9	10.2	107	15	£20200
1.6 TDI (115) SE L	56.5	10.2	109	13	£23530
1.6 TDI (115) auto S	55.4	10.4	103	15	£21450
1.6 TDI (115) auto SE L	53.5	10.4	105	13	£24780
2.0 TDI (150) auto SE L	54.3	8.9	110	18	£25300
2.0 TDI (150) auto 4x4 SE L Estate	47.9	8.9	129	18	£28150
2.0 TDI (184) auto vRS	50.4	8.1	116	26	£27720
2.0 TDI (184) auto 4x4 vRS	45.6	7.6	137	25	£29170
SE: add £1295 to 1.0 TSI S, SE Drive: add £590 to SE, SportLine: add £900 to 1.5 TSI 150/2.0 TDI 150 SE L, L&K: add £4540 to 2.0 TSI/2.0 TDI 150 SE L, vRS Challenge: add £2460 to vRS TSI, Octavia Estate: add £1200					

Superb - 4856-4861x1864mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5 TSI (150) S	46.3	8.7	122	18	£21910	
1.5 TSI (150) SE	45.6	8.7	122	19	£23460	
1.5 TSI (150) SE L Executive	44.8	8.7	122	20	£26655	
1.5 TSI (150) auto SE	41.5	8.9	124	19	£24860	
1.5 TSI (150) auto SE L Exec	40.9	8.9	123	20	£28055	
2.0 TSI (272) auto 4x4 SE L Exec	32.8	5.5	161	29	£33160	
1.6 TDI (120) S	52.3	11.3	110	N/A	£23580	
1.6 TDI (120) SE	51.4	11.3	110	N/A	£25165	
2.0 TDI (150) S	54.3	9.2	113	19	£22680	
2.0 TDI (150) SE	53.3	9.2	113	19	£24265	
2.0 TDI (150) SE L Executive	53.3	9.2	113	20	£27460	
2.0 TDI (150) auto S	52.3	9.2	114	19	£24080	
2.0 TDI (150) auto SE	51.4	9.2	114	19	£25665	
2.0 TDI (150) auto SE L Executive	50.4	9.2	114	20	£28860	
2.0 TDI (190) auto SE L Executive	50.4	8.3	119	25	£31060	
2.0 TDI (190) auto 4x4 SE L Exec	44.8	8.0	135	24	£32430	
Estate: add £1280, SportLine: add £1385 to SE L Executive, Laurin & Kierm: add £3660 to SE L (not 1.5 TSI)						

	MPG	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: 14th					
1.2T (116) Icon	44.0	10.9	135	15	£21880
1.2T (116) Design	44.0	10.9	138	15	£24165
1.2T (116) auto Design AWD	41.5	11.4	152	15	£26960
1.8 VVTi Hybrid (122) auto Icon	60.5	11.0	86	14	£24500
1.8 VVTi Hybrid (122) auto Design	60.5	11.0	86	14	£26665
Excel: add £1435 to Design, Dynamic: add £775 to Excel					

RAV4 - 4600x1855mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.5 VVTi Hyb (215) auto Icon FWD	51.2	8.4	102	N/A	£29635
2.5 VVTi Hyb (215) at Design FWD	51.2	8.4	105	N/A	£31190
2.5 VVTi Hyb (219) at Design AWD	60.5	11.0	86	14	£33430
Excel: add £2420 to Design, Dynamic: add £790 to Excel					

Hilux - 5330x1855mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.4 D-4D (150) Double Cab Active	40.4	13.2	185	N/A	£22512
2.4 D-4D (150) Double Cab Icon	40.4	13.2	185	N/A	£24658
2.4 D-4D (150) auto Dbl Cab Icon	36.2	12.8	204	N/A	£25908
2.4 D-4D (150) Dbl Cab Invincible	40.4	13.2	178	N/A	£26575
2.4 D-4D (150) auto D Cab Invincible	36.2	12.8	189	N/A	£27825
Invincible X: add £3865 to Invincible auto, Invincible X Limited Edition: add £1725 to Invincible X					

Land Cruiser - 4840x1885mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.8 D-4D (179) auto Active 5st 5dr	30.2	12.7	201	41	£39635
2.8 D-4D (179) auto Active 7st 5dr	30.2	12.7	207	41	£40995
2.8 D-4D (179) auto Icon 7st 5dr	30.2	12.7	207	40	£49240
2.8 D-4D (179) at Invincible 7st 5dr	30.2	12.7	207	41	£54040

GT86 - 4240x1775mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 (200) GT 86	33.2	7.6	196	34	£27285
2.0 (200) GT 86 Pro	33.2	7.6	196	34	£28435
2.0 (200) auto GT 86 Pro	32.9	8.2	183	34	£29790
Club Series Blue Edition: add £545 to Pro					

GR Supra - 4379x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0T (340) GR Supra	N/A	4.3	196	N/A	£52695
3.0T (340) GR Supra Pro	N/A	4.3	196	N/A	£54000

VAUXHALL

Dealers: 338 / Warranty: 3 years/60000 miles

Viva - 3675x1595mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0i (73) SE	46.3	13.1	117	3	£10480
1.0i (73) Rocks	46.3	13.1	118	4	£12240

Adam - 3698x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 VVT (70) Jam	44.8	14.9	128	3	£13850
1.2 VVT (70) Energised	44.8	14.9	128	3	£15700
1.2 VVT (70) Griffin	44.8	14.9	128	15	£14410

Corsa - 4021x1736-1746mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 67th

1.4i (75) Active 3dr	44.1	14.9	128	2	£11730
1.4i (75) Griffin 3dr	44.1	14.9	128	3	£12420
1.4i (75) Design 3dr	44.1	14.9	128	3	£13460
1.4i (75) Energy 3dr	44.1	14.9	128	3	£14820
1.4i (75) SE Nav 5dr	44.1	14.9	128	3	£16180
1.4i (75) SRI Nav 3dr	44.1	14.9	128	3	£16800
1.4i (90) Griffin 3dr	44.1	13.2	128	6	£12670
1.4i (90) Design 5dr	44.1	13.2	128	6	£14260
1.4i (90) Energy 3dr	44.1	13.2	128	6	£15070
1.4i (90) SE Nav 3dr	44.1	13.2	128	6	£15870
1.4i (90) SRI Nav 3dr	44.1	13.2	128	6	£17040
1.4i (90) auto Design 5dr	40.9	11.9	136	9	£15670
1.4i (90) auto Energy 3dr	40.9	11.9	136	9	£16430
1.4i (90) auto SE Nav 3dr	40.9	11.9	136	9	£17230
1.4i (90) auto SRI Nav 5dr	40.9	11.9	136	9	£19010
1.4T (100) Energy 5dr	44.1	11.0	125	10	£16240
1.4T (100) SE Nav 5dr	44.1	11.0	125	10	£17330
1.4T (100) SRI Nav 3dr	44.1	11.0	125	10	£17910
1.4T (150) GSi 3dr	43.5	8.9	140	21	£19440
5dr: add £560 to 3dr (not Active/GSi), Sport: add £2340 to Energy (75/90), VX-Line Black: add £690 to SRI (not auto)					

Astra - 4370x1809mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 64th

1.0T (105) ecoTEC Design	48.7	10.5	107	11	£18900
1.0T (105) ecoTEC SRI	48.7	10.5	110	10	£21760
1.4T (125) Design	46.3	8.6	133	14	£18960
1.4T (150) Griffin	50.4	8.5	138	19	£18660
1.4T (150) SRI	45.6	8.5	136	18	£22070
1.4T (150) Ultimate	45.6	8.5	138	20	£26030
1.4T (150) auto Design	42.8	8.5	130	19	£20570
1.4T (150) auto SRI	42.8	8.5	134	19	£23470
1.4T (150) auto Ultimate	42.8	8.5	139	24	£27430
1.6 CDTi (110) Design	60.1	10.3	107	12	£23070
1.6 CDTi (110) SRI	60.1	10.3	110	12	£23230
1.6 CDTi (136) Griffin	58.9	9.0	116	18	£20580
1.6 CDTi (136) Design	58.9	9.0	116	18	£21100
1.6 CDTi (136) SRI	58.9	9.0	118	15	£23960
1.6 CDTi (136) auto Tech Line Nav	52.3	9.0	122	18	£23120
1.6 CDTi (136) auto SRI	52.3	9.0	126	22	£25280
Tech Line Nav: add £700 to Design, SRI VX-Line: add £1200 to SRI (1.4T/1.6 CDTi), Elite Nav: add £1160 to SRI, Astra Sports Tourer: add £1450					

Insignia Grand Sport - 4897x1863mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 (140) Turbo Design	45.6	9.3	129	14	£19290
1.5 (165) Turbo Design	44.8	8.4	129	16	£19630
1.5 (165) Turbo SRI	44.8	8.4	129	17	£22055
1.5 (165) Turbo auto Design	40.9	8.4	138	16	£19630
1.5 (165) Turbo auto SRI	40.9	8.4	138	17	£22055
1.6 (200) Turbo SRI VX-Line Nav	42.2	7.2	145	25	£26815
1.6 (200) Turbo Elite Nav	42.2	7.2	145	25	£26815
1.6 (200) Turbo at SRI VX-Line Nav	39.2	7.2	153	25	£26815
1.6 (200) Turbo auto Elite Nav	39.2	7.2	153	25	£26815
1.6 (110) Turbo D ecoTEC Design	57.5	10.9	116	13	£19690
1.6 (110) Turbo D ecoTEC SRI	57.5	10.9	116	14	£22155
1.6 (136) Turbo D Design	54.3	9.9	121	15	£20190
1.6 (136) Turbo D SRI	54.3	9.9	121	16	£22655

1.6 (136) Turbo D auto Design	48.7	9.9	137	15	£20190
1.6 (136) Turbo D auto SRI	48.7	9.9	137	16	£22655
2.0 (170) Turbo D SRI	51.4	8.2	141	20	£23765
2.0 (170) Turbo D auto SRI	46.3	8.2	146	20	£23765
2.0 (210) BiTurbo D at 4x4 Elite Nav	39.2	7.4	184	27	£29910
2.0 (210) BiTurbo D auto 4x4 GSi	37.2	7.4	187	28	£36965
2.0 (170) Turbo D Country Tourer	47.1	8.4	150	20	£26500
2.0 (170) Turbo D at C'try Tourer	43.5	8.4	151	20	£26500
2.0 (170) Turbo D 4x4 C'try Tourer	42.2	8.4	164	20	£27815
2.0 (210) BiTurbo D at 4x4 C'try T	36.7	7.5	188	24	£36965
Tech Line: add £590 to SRI, SRI VX-Line: add £2010 to SRI, Elite Nav: add £3820 to SRI, Insignia Sports Tourer: add £1560					

Combo Life - 4403-4753x1921mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.2T (110) Turbo Design	42.4	11.9	125	N/A	£20190
1.5 (100) Turbo D Design	50.8	12.7	111	N/A	£20660
1.5 (100) Turbo D auto Design	50.7	11.4	113	N/A	£23180
XL: add £900, Energy: add £1400 to Design, 7-seats: add £700 to Energy					

Vivaro Life - 4956-5306x1920mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.5 (100) Turbo D Edition M	46.2	17.1	133	N/A	£27210
1.5 (120) Turbo D Edition L	47.1	14.3	128	N/A	£29065
2.0 (180) Turbo D Elite M	41.9	12.0	144	N/A	£40705
2.0 (150) Turbo D Elite L	41.9	12.0	145	N/A	£41545
2.0 (180) Turbo D auto Elite M	40.5	10.4	144	N/A	£41035
2.0 (180) Turbo D auto Elite L	40.5	10.4	144	N/A	£41875

Crossland X - 4212x1742mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 (83) SE	46.3	14.2	116	8	£17710
1.2 (83) Tech Line Nav	46.3	14.2	116	8	£17810
1.2 (110) Turbo SE	47.1	10.6	107	13	£19090
1.2 (110) Turbo Tech Line Nav	47.1	10.6	107	14	£19130
1.2 (110) Turbo auto SE	42.2	10.6	125	17	£20090
1.2 (110) Turbo auto Tech Line Nav	42.2	10.6	125	18	£20190
1.2 (130) Turbo Tech Line Nav	44.8	9.1	116	18	£19450
1.6 (102) Turbo D SE	60.1	12.0	105	14	£19810
1.6 (102) Turbo D Tech Line Nav	60.1	12.0	105	14	£19910
Elite: add £1100 to Tech Line Nav, Ultimate: add £3950 to Tech Line Nav (1.2T 110/1.2T 130)					

Mokka X - 4280x1777mm, **EURO-NCAP** N/A
DRIVER POWER POS: 25th

1.4T (140) Design Nav	39.2	9.3	147	14	£20640
1.4T (140) auto Design Nav	37.2	9.3	157	14	£21860
1.4T (140) Elite 4x4	36.7	9.3	162	14	£27130
1.6 CDTi (136) Design Nav	50.4	10.3	127	14	£23320
1.6 CDTi (136) auto Design Nav	47.1	10.3	143	14	£23520
1.6 CDTi (136) Elite 4x4	47.1	10.3	142	14	£28830
Active: add £2000 to Design Nav, Elite: add £4500 to Design					

Grandland X - 4280x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2 (130) Turbo Tech Line Nav	43.5	11.1	121	12	£23410
1.2 (130) Turbo SE	43.5	11.1	120	15	£23780
1.2 (130) Turbo auto Tech Line Nav	40.9	11.1	121	12	£25210
1.2 (130) Turbo auto SE	40.9	11.1	119	14	£25580
1.5 (130) Turbo D Tech Line Nav	55.4	11.8	110	18	£25080
1.5 (130) Turbo D SE	55.4	11.8	108	15	£25460
1.5 (130) Turbo D at Tech Line Nav	54.3	11.8	113	21	£26920
1.5 (130) Turbo D auto SE	54.3	11.8	111	22	£27300
2.0 (177) Turbo D at Tech Line Nav	46.3	9.1	128	24	£28010
2.0 (177) Turbo D auto Ultimate	46.3	9.1	128	24	£34930
Design Line: add £1000 to SE, Sport Nav: add £2600 to Tech Line Nav, Elite Nav: add £4350 to Tech Line Nav					

VOLKSWAGEN

Dealers: 223 / Warranty: 3 years/60000 miles

up! - 3600x1645mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.0 (60) Take up! 3dr	55.4	14.4	95	1	£9825
1.0 (60) Move up! 3dr	54.3	14.4	95	1	£10910
1.0 (60) up! beats 3dr	54.3	14.4	95	2	£11285
1.0 (75) up! beats 3dr	53.3	13.5	95	4	£11760
1.0 (75) High up! 3dr	52.3	13.5	95	4	£12465
1.0 (75) auto up! beats 3dr	49.6	13.9	102	4	£12380
1.0 (75) auto High up! 3dr	49.6	13.9	102	4	£13085
1.0 TSI (90) up! beats 3dr	55.4	9.9	96	10	£12225
1.0 TSI (90) High up! 3dr	55.4	9.9	96	10	£12960
1.0 TSI (115) up! GTI 3dr	50.4	8.8	110	17	£14315
BEV (82) e-up! 5dr	N/A	12.4	0	13	£23650
5dr: add £400 to 3dr					

Polo - 4053x1751mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 (65



Bottas on form as F1 hits Bahrain

- Finn starts season strongly
- Ferrari vows to bounce back



Stephen Errity

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AE VALTTERI Bottas is the man to watch ahead of this weekend's Bahrain Grand Prix after a dominant Australian GP victory.

Much pre-season talk had focused on Ferrari's Sebastian Vettel and Bottas's Mercedes team-mate Lewis Hamilton renewing their title rivalry, but the Finn was right on the pace from the off, just losing out to the reigning champ for pole.

In the race, Hamilton suffered damage to his car's floor in the early stages and crossed the line 20 seconds behind.

Mercedes team boss Toto Wolff said after the race that Bottas has rediscovered the form that marked him out as a star of the future when racing in the junior formulae.

"I think that maybe his years at Williams and then the shock draft into Mercedes was something that he needed to digest," said Wolff. "He went off tired at the end of last season and came back the young man [he was]. I'm very happy and he deserves it."

Wolff doesn't believe the gap between his team and Ferrari seen in Melbourne is completely representative, however.

"For sure Ferrari didn't meet their expectations," he said. "But I think it's tricky to find the sweet spot of these cars."

"In a race weekend where you basically have two days to find the right set-up, I think they took a wrong junction. I don't think there is a big performance problem."

"I am surprised to not see them on the podium because they were really strong

"Bottas was right on the pace from the off, just losing out to Hamilton for pole"



Bottas (far left) will look to follow up Melbourne with another win in Bahrain

in [testing]. But Bahrain is a completely different ball game, with a very rough surface, and very hot, and I think we could see quite some variances in terms of the performance level of the teams."

Ferrari team boss Mattia Binotto said he was confident the disappointing showing in Melbourne was a one-off. "It's not the real potential of our car," he commented.

"We are pretty sure the potential is certainly bigger and we have not been able to exploit it all through the weekend."

Ilott moves to F2 as Sauber junior

BRITISH Formula 1 hopeful Callum Ilott starts the 2019 Formula 2 season this weekend in Bahrain driving for the Sauber Junior Team. The Cambridge-born 20-year-old has been placed there by the Ferrari Driver Academy young driver programme.

Ilott makes the step up having finished third in last year's GP3 series and fourth in the 2017 Formula 3 Euroseries.

His team-mate at the squad will be the Ecuadorian-American Juan Manuel Correa, who last week was named as a test and development driver with the Alfa Romeo (formerly Sauber) F1 team, a role he'll fulfil alongside his F2 racing campaign.

The only other British driver confirmed so far on the 2019 F2 grid is Renault junior Jack Aitken, who's embarking on his second season in the category and has moved from ART Grand Prix to Spanish squad Campos.

NEXT IN LINE?

Ilott is hoping to follow fellow Brits Lando Norris and George Russell from F2 into F1



Tour de Corse next up for WRC

CORSICA'S twisty tarmac is the venue for the next round of the 2019 World Rally Championship this weekend.

Toyota's Ott Tanak (below) leads the championship from Citroen's Sebastien Ogier, with four points separating them.

Last year's running of the Tour de Corse saw Ogier (then driving for M-Sport) and Tanak finish one-two, with Hyundai's Thierry Neuville in third.



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AE I'M glad it exists, because it creates so many jobs and consumer products which, in turn, offer freedom of movement to people across the world. But even I concede that when looking at the numbers, global car manufacturing is a bonkers business.

This industry is colossal, superbly organised, highly efficient and deeply impressive. But there's also an unfathomably illogical side to the car-building game.

For example, I know of one large, wealthy, rough-around-the-edges industrialised country (China) that, with apparent ease, produced almost 24 million cars last year. Yet not far from China, another large, wealthy, 'more sophisticated' industrialised country (Australia) didn't build a single car over the same period.

From China's point of view, this insane disparity is just fine. But what the hell do Aussie business leaders, workers and politicians think they're playing at as they transform themselves from a nation churning out 300,000 vehicles a year in 2008 to a non-producer today? If places such as Bangladesh (24,000 cars annually), Egypt (19,500), Iran (851,000) and Pakistan (230,000) can master the art of car building, so too can Australia.

Former Soviet States including Belarus (10,941), Kazakhstan (30,016), Ukraine (5,660) and Uzbekistan (220,667) are also having a go at producing cars, with most enjoying huge percentage increases year on year (from a low base, admittedly). Good on 'em, I say.

Even in the global Top 10 – led by China (23.7m cars pa), Japan (8.4m) and Germany (5.1m) – there's still room for a 'poor' nation such as India (4.0m), nuke-threatened South Korea (3.7m), the Trumped-up US (2.8m), battling Brazil (2.4m), underdog Spain (2.4m) and politically unstable France (1.8m). And under-estimate Mexico (1.6m) at your peril.

Sadly, Putin's Russia nipped ahead of Brexit-dogged Britain last year, when we built 1,519,440 cars (down eight per cent on 2017). If we continue to slide at this rate and the dark-horse Czech Republic (1.3m) maintains its year-on-year growth, it'll soon overtake us. After that, Slovakia and Indonesia (1.1m apiece) will be on our heels. Not good.

With our largest and most productive manufacturer, JLR, in trouble, Honda and Infiniti promising to exit the UK car-building scene, and Toyota plus Nissan considering their options, it's time for Britain to win promotion back into the Top 10 car-producing nations.

Assuming Brexit eventually happens, the UK Government should then be more free, open and able to subsidise and create high-quality jobs at an all-new, long-overdue, homegrown, Brit-owned-and-run motor manufacturing concern.

British Motor Vehicles (BMV) PLC is what we should call the maker of mid-to-premium-class petrol, electric and petrol-electric cars, and other modes of personal transport. BMV's badge should be red, white and blue, and its HQ probably on the conveniently located site at Swindon from which struggling Honda is about to retreat.

Who cares if Munich complains that BMV sounds suspiciously like BMW? It's all part of the car-building game in a fast-changing world, and an even faster-changing Britain.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

If Brexit happens, the Government should be free to subsidise and create high-quality jobs at a new, Brit-owned-and-run car firm ”

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

next week

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Wraps come off Ford's new Kuga

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